

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 557.—Vol. XVI.]

LONDON: SATURDAY, APRIL 25, 1846.

[PRICE 6D.]

MINING MATERIALS FOR SALE.—TO BE SOLD, BY PUBLIC AUCTION, on Monday, the 4th day of May next, at Eleven o'clock in the forenoon, at WHEAT PROVISION MINE, in the parish of Gwinear, by Mr. G. SEALY, auctioneer, the following MINE MATERIALS, on the CARLOOSE MINE.

Consisting of
An excellent 60-inch cylinder PUMPING-ENGINE, 9-feet stroke in shaft, and 91-feet in cylinder, with two boilers, 24 tons steam pipes, &c., complete.
A very good CRUSHING MACHINE, complete, nearly new.
A 25-hp. WATER-WHEEL, 2 ft. on breast, with 6-head stamps, complete, & nearly new.
The GAGE of a STEAM-WHIM, with perpendicular iron axle, complete.
A very good capstan, shears, and balance-bob.
33 fathoms 12-inch pumps
16 " 11-inch ditto
14 " 10-inch ditto
17 " 9-inch ditto
2 14-inch H-pieces
2 14-inch top door ditto
2 14-inch poles, stuffing-boxes and glands, and cases to suit
1 9-inch ditto
3 14-inch windbores
1 13-inch windbores
1 11-inch ditto
3 9-inch ditto
2 8-inch ditto
1 6-inch ditto
3 9-inch working barrel
1 11-inch ditto
2 9-inch clack seat pieces
1 11-inch ditto
75 fathoms of 12-inch rods, nearly new.
Faggoted strapping-plates, swords, and caps: flanch, rod, and other bolts and bars, staples and glands: cisterns, 2, 3, and 4-feet within shavers: 220 fms. 9-16 and 1-inch within chain: 12-inch capstan-rope, 90 fms. long; an axle and sockets of water-wheel; old cast and wrought-iron; sockets of an angle-bob, &c.
A WATER-WHEEL, 30-feet diameter, 2-feet on breast, with iron axle and centre piece; cast-iron axle and cam rings, with 8-head stamps, brasses, &c., the whole complete, and new, with 40 fms. of launders.—Dated Marazion, April 10, 1846.

STEAM-ENGINE AND MINING MATERIALS FOR SALE.—Mr. N. TREVENA has received instructions to submit to PUBLIC COMPETITION, on Tuesday, the 5th day of May next, at Eleven o'clock in the forenoon, at the CORNUBIAN MINE, in the parish of PERRANZABULO, the undermentioned spare MINE MATERIALS—viz.: An excellent PUMPING-ENGINE, 20-hp. cylinder, with steam-pipes, &c., and a boiler, about 5 tons; a 24-feet WATER-WHEEL, 2 ft. 4 in. on breast, with a crushing machine and a 6-head stamps attached (nearly new); a small capstan, a balance-bob, complete, 18 9/16 in. pump, 2 17-in. top-door pieces; 2 16-in. windbores, 1 17-inch working barrel, 2 16-inch plunger-poles, stuffing-boxes and glands to fit, 2 17-inch H-pieces, 1 12-inch top-door piece, 1 11-inch windbore, 1 5-inch plunger-lift, complete; 60 air-pipes, 50 fms. 2-inch iron-rods, 8 pairs 5-inch rod-plates; 110 fms. 14-inch capstan rope, 50 fms. whip-rope; 4 horse-whims, shaft tackle, and pulleys, 14 fms. Memel rods, a quantity of tram-iron, with saddles, 4 tram waggon, a lot of old brass wrought-iron, and cast-iron, a quantity of ladders, miners' chests, &c., with
A LARGE QUANTITY OF TIMBER.

The above will be positively sold; for particulars apply to Capt. Rowe, managing agent, St. Agnes; to the agent on the mine; or to the auctioneer, Redruth.
Dated St. Agnes, April 20, 1846.

TO COAL MINERS AND OTHERS.—EXTENSIVE SALE OF STEAM-ENGINES, BOILERS, LIFTING AND WINDING MACHINERY, CAPSTANS, and other articles connected with the business, in consequence of the Old Rushy Park Colliery, St. Helens, being entirely worked out (the whole of the STOCK, three-fifths of the same being property in trust for deceased partners, is obliged to be disposed of), and WILL BE SOLD, BY PUBLIC AUCTION, by J. DREW, on Wednesday, the 6th day of May, and the following days, at the OLD RUSHY PARK COLLIERY, near ST. HELENS. The PROPERTY consists of—

ONE atmospheric hand-gear LIFTING STEAM-ENGINE, equal to 56-horse power, iron beam, with arch heads, one round boiler, equal to 50-horse power; one ditto, 40-horse ditto, pit head framing, capstan, and 200 yards of 11-inch rope.
ONE condensing hand-gear LIFTING and WINDING STEAM-ENGINE, equal to 32-horse power, iron beam, two round boilers, each equal to 40-horse power, connecting-rod, fly-wheel, winding barrel and flat-rope, pit head framing, and capstan.
ONE condensing hand-gear LIFTING STEAM-ENGINE, equal to 32-horse power, iron beam, one cylindrical steam-boiler, equal to 30-horse power; one ditto, new, 15-horse ditto, iron pit head framing, capstan, and 160-yards of 8-inch rope.
ONE condensing D valve LIFTING and WINDING STEAM-ENGINE, equal to 17-horse power, iron beam, one cylindrical steam-boiler, equal to 16-horse power; one ditto, 15-horse ditto.
ONE high-pressure FRAME STEAM-ENGINE, equal to 16-horse power, one cylindrical high-pressure steam-boiler, equal to 16-horse power (this engine and boiler was used under ground, for drawing the coals up an inclined plane).
ONE atmospheric lifting hand-gear STEAM-ENGINE, equal to 7-horse power, iron beam, and round boiler.
One old wagon boiler, equal to 15-horse power; one round ditto, 30-horse ditto; underground tram rails, winding buckets, with other articles used for the business.
A number of useful HORSES, CARTS, PLOUGHS, HARROWS, LAND ROLLER, two of Earl Ducie's LAND CULTIVATORS, with other utensils.
About 10 tons of well-sorted hay, two ricks of wheat on the straw, with various other articles.
Sale to commence each day at Eleven o'clock.

Descriptive catalogues will be ready for delivery one week before the sale, and may be had at the office of the Old Rushy Park Colliery, and of the auctioneer, 7, New Cannon-street, Manchester.

On Thursday evening, May 7, 1846.
WILL BE SOLD, BY PUBLIC AUCTION, at the Hotel, Market-place, St. Helens, (subject to such conditions as will be then and there produced),
ABOUT SEVEN ACRES OF FREEHOLD LAND, AND TWELVE COTTAGES,
All near the Old Rushy Park Colliery.—Sale to commence at Seven o'clock.

Notice.—The Blackbrook Rushy Park Colliery has been for five years in full operation. All orders for this superior coal to be addressed to Messrs. Bromilow, Brother, and Sothern, St. Helens; or Messrs. Sothern, Bromilow, and Brother, at their offices, 6, Castle-street, and 2, Runcorn-street, Liverpool.

IMPORTANT NOTICE TO ENGINEERS, IRON-FOUNDERS, IRON DEALERS, AND OTHERS.—The whole of the very valuable MACHINERY, ENGINES, TOOLS, CHAINS, WEIGHING MACHINES, PATTERNS, BOX-PARTS, and MISCELLANEOUS STOCK, at the PARK IRON-WORKS, in Sheffield, WILL BE OFFERED, by the proprietors, FOR SALE, by Mr. G. O. BROWN, on Monday, the 11th day of May next, and following days, unless a suitable offer in the interim should be made for the whole, in one or two entire lots—in which case due notice will be given.—Catalogues will be ready one week previous, and will be announced, with further particulars, the first week in May. Mr. W. Johnson, at Messrs. G. O. Brown, of Rotherham, will give every information which may be required.

FOR SALE, BY PRIVATE CONTRACT, at TRESAVEAN MINE, in the parish of Gwinear, Cornwall, an 18-inch wheel STEAM WHIM-ENGINE, with brass air-pump and foot valve, cage fly-wheel, &c., in good condition; also a 60-inch cylinder top, bottom, PISTON and ROD.
For viewing the same, apply to the agents on the mine, and for price and particulars to Capt. Richards, Redruth.—Redruth, April 16, 1846.

TO MINERS AND ENGINEERS.—TO BE SOLD, a PAIR of 8-horse HIGH-PRESSURE MARINE ENGINES—new. Also, second-hand, an excellent 40-horse HIGH-PRESSURE ENGINE, and a 6-horse CORNISH ENGINE. The two first with new boilers—complete; the small one with a good boiler: they will be sold very reasonable. They are now near Chudleigh, Devon, and the new boilers are in London.—Address H. Weston, Esq., Chudleigh Knighton; or J. Reeve, engineer, Belle Vue, Bovey Tracey, Devon.

VALUABLE PATENT FOR SALE.—RODDA'S SMOKE-CONSUMING APPARATUS, whereby an important SAVING OF FUEL IS EFFECTED.—This PATENT, which is well known, and its power and efficiency in the consumption of smoke admitted, as well as the great economy in the quantity of fuel employed, is now OFFERED FOR SALE by the proprietor, who, from the success which has attended its application in London, Leeds, Bradford, Sheffield, Derby, Leicester, Nottingham, and many other places, has perfect confidence in stating, that it would become highly valuable if in the hands of parties who would direct their attention to its more general application, and protect it from infringement. It has been used for several years in the breweries of Messrs. Barclay, Perkins, and Co., and of Messrs. Truman and Hanbury; also, at Messrs. Robinson and Bell's Great Manufacturing, Holborn, as well as other places in the metropolis, where it may be seen in operation.
For particulars apply at the offices of H. English, Esq., 5, Shorter's-court, Throgmorton-street, where plans, models, and testimonials may be seen, and any necessary information given.—St. Austell, Cornwall, April 15, 1846.

IMPROVEMENT IN TREATING TIN ORES.—Messrs. POLKINGHORNE & CO. beg to acquaint ADVENTURERS, and OTHERS interested, in TIN MINES, that they have just obtained HER MAJESTY'S LETTERS PATENT for the SOLE USE of a COMPOUND SOLUTION, effectually to CLEANSE TIN ORE from all extraneous metals—thereby increasing its value from £2 to £4 per ton.
Messrs. P. and Co. will be ready shortly to supply the article from their manufacturing works, in cases of 10 gallons each, which quantity is sufficient for a ton of ore.—Price 10s. per cask, and license 5s. per ton of ore.—N.B. Every information can be obtained by applying to the patentee's offices, 19, Clement's-lane, London.—April 4, 1846.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind under constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.
References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

PATENT FUEL COMPANY (WARLICH'S PATENT).

Private families and manufacturers will find this FUEL to be 25 per cent. more durable than the best coal—to be much cleaner than the best coal, and to emit less smoke than coal, and it makes a bright, pleasant, and cheerful fire.—Orders may be sent to the secretary; or to the company's works, Stowage, Deptford; or to the depot, at Messrs. Coles, Child, and Co.'s wharf, Belvedere-road, Lambeth. Price at Deptford Works, 30s. per ton, of 240 blocks; ditto Lambeth depot, 32s. Carriage from either place according to distance. This fuel may also be had of Messrs. W. and J. Horne, Falcon Wharf, Bank-side; and at the depot at Druce's landing wharf, Paradise-row, Chelsea.
WILLIAM NICHOLAS DE MATTO, Secretary.
Patent Fuel Company, 15, St. Mary Axe.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.
CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)
OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.
The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, en route to Bombay, on the 1st of every month.

A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence are steamers to Naples, Genoa, Civetta Vecchia, three times a month.
STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.
A steamer leaves Southampton on the 7th, 17th, and 27th of every month.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

BY HER MAJESTY'S ROYAL LETTERS PATENT.
SMART'S ELLIPTICAL CONVEX METALLIC PADDLE

FLOATS, FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by its use on various steamers of from 90 to upwards of 200-horse power—and applications being made for licensing several iron steamers, from 70 to 300-horse power, the patentee confidently recommends it to the Government and the public generally.
Its superiority consists, in beauty of appearance, stability, durability, its property of greatly reducing vibration and undulation, inexpensiveness, powerful agency in checking a ship in chance of collision—and what is of the greatest consequence, giving an immense increase of speed. All these must have a powerful influence, not only on steam proprietors, but more especially on the minds of the steam-travelling public.
These Floats can be easily applied to any wheel.
Applications for license (for which a fee of 10s. per horse-power is charged) to be made to the patentee, Mr. Robert Smart, 5, Grenville-place, Hotwells, Bristol, or his agents.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonials to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you: they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, of Exeter, Cornwall.

NOTICE TO THE PROPRIETORS AND SHAREHOLDERS OF MINES, SMOELTING-WORKS, &c.

Messrs. MITCHELL and FIELD beg to inform the PUBLIC, that they have REMOVED from No. 5 A to No. 23, HAWLEY-ROAD, KENTISH TOWN, where they have erected a spacious LABORATORY, fitted expressly for the performance of all OPERATIONS CONNECTED WITH MINING.—Practical instruction to gentlemen in Assaying, Mineral Analysis, and Manufacturing Chemistry in general.
Assays and Analyses conducted as usual.
All communications to be addressed to Messrs. Mitchell and Field, assayers, No. 23, Hawley-road, Kentish Town.

PATENT IMPROVEMENTS IN CHRONOMETERS.

WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from 2s. to 210 extra. Gold horizontal watches, with gold dials, from 5s. to 12s. each.
DENT'S PATENT DIPLÉSCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

LONDON ASSURANCE CORPORATION.

ESTABLISHED BY ROYAL CHARTER, A.D. 1720.
The governors and directors of the London Assurance Corporation have greatly enlarged their system of life assurance, and invite public attention to their new prospectus. The following rates will be found to bear comparison with those of any firmly-established and undoubtedly responsible office:—

ANNUAL PREMIUMS FOR THE ASSURANCE OF £100.		NON-PARTICIPATING.	
Age.	PARTICIPATING.	Age.	NON-PARTICIPATING.
16	£1 16 9	16	£1 12 7
20	2 10 8	20	1 15 11
24	2 10 8	24	2 5 11
28	3 5 1	28	3 0 0
32	4 10 7	32	4 5 7
36	6 12 5	36	6 5 11
40	8 4 11	40	7 16 9

The rates for all other ages, and a detailed prospectus, containing their very liberal conditions, and the rates under their nine other tables, may be had on application at their OFFICES, 7, ROYAL EXCHANGE, CORNHILL—10, REGENT-STREET; and of any of the corporation agents in Great Britain and Ireland.

FIRE ASSURANCES are effected at the LOWEST RATES, and MARINE ASSURANCES at the CURRENT PREMIUMS of the day. JOHN LAURENCE, Sec.

GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY, 14, WATERLOO-PLACE, LONDON.

THE CHISHOLM, Chairman | WM. MORLEY, Esq., Deputy-Chairman

HALF CREDIT RATES OF PREMIUM.
The attention of ASSURERS is particularly directed to the Half Credit Rates of Premium, by which means assurances may be effected, and loans for short periods secured with the least possible present outlay, and at a less premium than for short terms only, and with the option of paying up the arrears and interest—thus becoming entitled to participate in the whole of the profit of the institution.

Extract from the Half Credit Rates of Premium.
Age 30. £100 £1 10s. 6d. Age 40. £100 £1 10s. 6d. Age 50. £100 £1 10s. 6d. Age 60. £100 £1 10s. 6d.
Thus £1000 may be assured at the age of 30 by the annual payment of £10 10s. 10d. or the first five years.
The whole of the profits divided ANNUALLY among the members, after payment of five annual premiums.
An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security to the policy-holders.
Members assured to the extent of £1000 entitled (after payment of five annual premiums) to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the society.
Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to
A. R. IRVINE, Managing Director.

SEYSSSEL ASPHALTE COMPANY—CLARIDGE'S

PATENT.—ESTABLISHED MARCH, 1838.
FOR WORKING THE MINERAL ASPHALTE ROCK OF PYRMONT SEYSSSEL.
A Bituminous Rock, situated on the Eastern side of the Jura.

PRINCIPAL DEPOTS:
ROUEN, MARSEILLES, AND STANGATE.

Survey Side of Westminster-bridge, London.

The ASPHALTE OF SEYSSSEL has been EXTENSIVELY USED, since March, 1838, for the following useful purposes:—

FOOT PAVEMENTS (public and other)
KITCHEN FLOORS
BASEMENTS—where it is essential to keep damp from rising
GARDEN WALKS AND TERRACES
CARRIAGE DRIVES
COACH-HOUSES AND STABLES
DOG KENNELS
BARN FLOORS
TUN ROOM FLOORS
Note.—The Seyssel Asphalt Company are prepared to enter into special contracts for the execution of railway work, and other public works of magnitude.
I. FARELL, Secretary, Seyssel Asphalt Company, Stangate, London.

MR. H. B. RYE (from Cornwall), MINE AND RAILWAY

SHARE AGENT, 80, OLD BROAD STREET, LONDON.

Mines inspected, and every information may be obtained on application.

THOS. P. THOMAS, of the late firm of RYE and THOMAS,

MINE AGENT, AND DEALER IN RAILWAY AND OTHER SHARES, 80, OLD BROAD STREET, LONDON.

JAMES LANE, SHARE AGENT,

HALL OF COMMERCE, LONDON.

WILLIAM TRENER, DEALER IN RAILWAY AND

MINING SHARES.—ESTABLISHED TEN YEARS.

OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

PAUL RABEY, JUN., AND CO., MINE AND RAILWAY

SHARE AGENTS.

OFFICE—No. 12, COPTHALL-COURT, LONDON.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET,

LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c.

MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC

SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders received until Four o'clock of the day prior to sale.—London, April 24, 1846.

STEAM-ENGINES.—From 8 to 20-horse power ENGINES

ALWAYS IN STOCK.

Apply to Mr. CAPPER, ENGINE-MAKER and FOUNDER, BIRMINGHAM.

Price.....£14 per horse-power.

OFFICE OF THE GOVERNOR AND COMPANY OF

COPPER MINERS IN ENGLAND, Old Broad-street, London, April 8, 1846.—

The Court of Assistants of the Governor and Company of Copper Miners in England hereby give Notice, that a DIVIDEND, for the half-year ending at Lady-day last, has been this day declared, at the rate of 5 per cent. per annum, free of income tax, on the paid-up capital stock of the company, and will be PAYABLE at this office on and after Friday, the 24th inst., between the hours of Eleven and Three.

By order of the Court of Assistants, W. INGLIS, Secretary.

WEST WHEEL JEWEL MINING ASSOCIATION.

Notice is hereby given, that the ANNUAL GENERAL MEETING will be held at the company's office, as under, on Monday, the 11th of May next, at Twelve for One o'clock precisely.

By order of the board, WILLIAM NICHOLSON, Secretary.

87, Old Broad-street, April 20, 1846.

COPIAPO MINING COMPANY.—Notice is hereby given, that a HALF-YEARLY MEETING of the shareholders of this company will be HELD at the office, 22, Austinfriars, on Thursday, the 30th inst., at One o'clock precisely.

By order of the directors, FRED. GRELLET, Secretary.

22, Austinfriars, April 20, 1846.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Winchester-house, Broad-street, London, April 23, 1846.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of shares in this association will be HELD at the London Tavern, Bishopsgate-street, on Tuesday, the 12th of May next.—Notice is hereby also given, that, at this meeting, the election will take place of two directors, in the room of Thomas Gibber, Esq., and George Lewis Hollingsworth, Esq., and of one auditor, in the room of Abraham John Valpy, Esq., who go out of office by rotation, but who, being re-eligible, offer themselves for re-election.

The chair will be taken at Two o'clock precisely.

GEORGE THOMAS, Acting Director.

CALLINGTON MINING COMPANY.—The following are the RESOLUTIONS passed at the special general meeting of shareholders in the above company, held at the office, 44, Finsbury-square, on the 21st April inst.:

Proposed by Mr. J. Procter, seconded by Mr. Mount, and carried.

1. That the alterations and additions recommended in the report of the committee, presented to this meeting, be adopted; and that the Rules and Regulations of the company be forthwith altered, in accordance therewith; and that the necessary special general meeting, for confirming and establishing the same, be called within six weeks from the present date.

(Upon Mr. Hodgson leaving the chair.)

Proposed by Mr. Taylor, seconded by Dr. Rolfe, and carried.

2. That the thanks of this meeting be given to Mr. Hodgson for his conduct in the chair.

Proposed by Mr. Tyrie, seconded by Mr. J. Procter, and carried.

3. That the thanks of this meeting be given to Mr. P. N. Johnson, for his able and active attention to these mines.

TINCROFT MINING COMPANY.—The following are the RESOLUTIONS unanimously passed at the annual general meeting of shareholders in the above company, held at the office, 44, Finsbury-square, on the 14th April inst.:

Moved by Mr. James Smith, seconded by Mr. M. D. Lindo, and carried unanimously.

1. Resolved.—That the report and accounts now read be received, adopted, and entered on the minutes.

Moved by Mr. John Field, jun., seconded by Mr. R. James, and carried unanimously.

2. Resolved.—That there be an annual election of two auditors (each to lodge 10 shares as his qualification), with those of the directors, and that, for the ensuing year, such office be filled by Messrs. J. J. Ivelin and George Mackay.

Moved by Mr. James Smith, seconded by Mr. John Field, jun., and carried unanimously.

3. Resolved.—That the thanks of this meeting be given to the chairman and directors for their valuable attention to the interests of the company.

VENTONGIMPS MINING COMPANY.—The undersigned

having arranged with the directors of the late Cornubian Company for taking over the machinery and plant, as also the Ventongimps sets, for the purpose of working these sets by a new company, to be called the VENTONGIMPS MINING COMPANY, formed and managed by a committee of shareholders on the cost-book system, and composed of 1000 shares, hereby give Notice to the HOLDERS OF CORNUBIAN SCRIP SHARES, that any of them holding more than three shares, and desirous of joining this new company, may obtain ONE Ventongimps share for every such three shares, by application (in the form at foot of this advertisement), sent to the office of Mr. James Hay, 4, Austinfriars, London, on or before the 28th April next, after which day the allotment of new shares will be made, irrespective of the preference above named.

London, March 27, 1846. (Signed) JAMES HAY.

ABRAHAM LINDO MOCATTA.

GEORGE MACKAY.

FORM OF APPLICATION.

Gentlemen,—With reference to your advertisement of the 27th of March last, and being a holder of Cornubian scrip shares (the dates and numbers of which I hereby submit), I beg to apply for the allotment of shares in the Ventongimps Company, and I engage, on receiving the same, to subscribe to such rules and regulations as the committee of management may approve of.

I am, Gentlemen, your obedient servant,

To Messrs. James Hay, A. L. Mocatta, G. Mackay.

PATENT GALVANISED IRON COMPANY.—At a Meeting

of the proprietors of this company, held at the offices, 3, Mansion-house-place, London, on Tuesday, the 31st March, 1846, the following resolutions were adopted:—

1. Resolved.—That the report of the directors, and the accounts now submitted, be received and entered on the minutes.

2. Resolved.—That this meeting, deeply impressed with the great importance of complete railway communication between the company's works in Wales, the manufacturing districts, and the ports of the Bristol Channel, confirms and approves of the subscription by the directors, on behalf of the company, for 1000 shares in the Llynvi Valley and South Wales Junction Railway, appoints the directors trustees to hold the said shares on behalf of the company; and authorises them to do all necessary acts in pursuance of the engagement into which they have entered in respect of the same.

3. Resolved.—That a dividend, at and after the rate of 8 per cent. per annum, free of income tax, be declared for the half-year, ending 31st Dec., 1845, on all shares entitled to the same; and that the same be payable on and after the 30th April next.

4. Resolved.—That John Field, jun., Esq., be re-elected a director of this company.

5. Resolved.—That Mr. John Malins, Esq., be re-elected a director of this company.

6. Resolved.—That the Rev. Thos. G. Hall be re-elected an auditor of this company.

7. Resolved.—That Mr. R. M'Nab, Esq., be re-elected an auditor of this company.

8. Resolved.—That the best thanks of the meeting be given to the chairman, directors, and managers, for the ability with which they have conducted the affairs of this company to the present time.

9. Resolved.—That the thanks of this meeting be given to the Rev. Thos. G. Hall and D. R. M'Nab, Esq., for their services as auditors of this company.

The Deed of Settlement is completed, and would have been laid before the meeting for execution, but has been detained by the Registrar of Joint-Stock Companies; it will, however, it is confidently expected, be ready for execution previous to the payment of the dividend on the 30th proximo.

S. VINCENT, Secretary.
3, Mansion-house-place, London, March 31, 1846.

GRATIS.—A LIST OF PATENTS AND REGISTRATIONS

for the MONTH of FEBRUARY, may be had (gratis) on application at the PATENT OFFICE, 25, CHANCERY-LANE, or will be sent free, by post, on receipt of two stamps, together with a Prospectus, containing charges and necessary information for PATENTS and REGISTRATIONS.—Further particulars may be had by applying to Messrs. Barlow and Le Caplain, the Patent Office, 25, Chancery-lane.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—April 17.—The lode in the 18 fm. level end, west of flat-rod shaft, is 2 ft. wide, producing about 2 tons per fm.; in the eastern end, at this level, the lode is about 18 in. wide, producing 2½ tons per fm.; the pitches south of flat-rod shaft are still improving. In the winze, sinking under the 12 fm. level, west of flat-rod shaft, the lode is about 4 ft. wide, producing 3 tons per fm. In the adit end, east, on middle lode, the lode is still poor; we cannot expect much from this level, as it is only 4 fms. from surface; it is driving in the direction of Nangle's shaft, and will eventually unwater it at a depth of 10 fms. from surface. We have intersected a branch of the lode in footway shaft, with a slight mixture of ore through it, but we do not expect to cut the main part of the lode till we sink about 4 ft. deeper. The crusher will work on Tuesday next.—THOMAS ANGOVE.

BEDFORD UNITED.—April 21.—At Wh. Marquis, the lode in the 80 fm. level east is 2 ft. wide, producing good stones of copper ore. In the 70 fm. level east the men are cutting through the capels of the lode, which are very hard and large; we hope to cut through the lode by the end of this week; the lode in the stopes, in the bottom of this level, is just as last reported, worth 15s. per fm. The lode in the 55 fm. level east is 2 ft. wide, composed of gossan, spar, and ore, saving work. At Ding Dong, the lode in the 24 fm. level west is 3 ft. wide, producing some good stones of tin. At Wheel Tavistock, the lode in Phillips's engine-shaft is 2½ ft. wide, producing saving work, and very promising. In the 35 fm. level east the lode is split; and in this level west the lode is 2½ ft. wide, composed of spar, mundic, and ore, very kindly. The lode in the south engine-shaft continues 5 ft. wide, composed of iron, gossan, and good stones of copper ore, altogether very kindly.—JAMES PHILLIPS.

CALLINGTON.—April 20.—The north engine-shaft is now down 10 fms. below the 90 fm. level; driving south, at this level, we are laying open tribute ground; the lode in the north end also continues productive; the air being rather deficient here, we have considered it prudent to suspend operations, until a communication shall be opened with the 70 fm. level; we have set a pitch on tribute in the back for this purpose; Kelly Bray lode, at this level, driving east, has a kindly appearance, composed of spar and chlorite, intermixed with mundic and copper. In the 80 fm. level, driving south, the lode is 10 in. big, intermixed with silver-lead ore. In the 70 fm. level, driving north, the lode is worth 8s. per fm.; driving south it is producing silver-lead ore. In the 100 fm. level, driving south from Johnson's engine-shaft, the lode has not been taken down, the appearance of the wall is good; the north end continues driving through good tribute ground. In the 90 fm. level, driving south, the lode is worth 12s. per fm.; in the north end the lode is producing silver-lead ore. In the 80 fm. level north the lode has not been taken down. We have this day sampled 86 tons of silver-lead ore.—J. T. PHILLIPS.

CARADON WHEEL HOOPER.—April 23.—Our underground operations are progressing favourably—the engine-shaft is 35 fms. 4 ft. below surface, the ground is a soft blue killas, and is traversed by continual branches from 2 in. to 4 in. wide, composed of fluor-spar, peach, iron, mica, with some fine spots of copper ore, the ground throughout is interspersed with particles of copper, and a considerable quantity of mica; we shall get the shaft down to the 30 in. about five weeks from this date, at which point I have no doubt that we shall make some valuable discovery, and in a short time remunerate the shareholders for their extensive outlay. Since my last we have shod on Dam's lode, and find it to be the same that is gone through the shaft, and not the Sawpit lode as we expected some time back—having met with a cross-cut, which heaves it north 9 ft., and out of the regular course 20° north of west, to 180, which brought it in contact with the Sawpit lode, and changed the dip or underlay, this will soon form a junction with Dingle's lode; there is not a more promising speculation in this neighbourhood.—JOHN SEYMOUR.

EAST POOL.—At the account meeting, held on the mine, on the 14th inst. the following statement was submitted:—

To cost for February and March	£739 3 6
By ore sold 5th February	£467 2 7
Dues, 1-30th	15 11 5—451 11 2
Tin ore sold 8th April	168 18 0
Dues, 1-30th	5 7 11—155 10 1
Debits from tributers	1 15 7
Iron sold to Thieroff	0 7 0
Materials sold to South Wheel Francis	133 5 7—135 8 2—743 9 5
Profit	£ 4 5 11
Balance of last account, in hand of Mr. Robinson	504 1 10
Total	£508 7 9

Since the above sales, ore have been sold as follows:—

Copper ore	£470
Seven tons of tin ready for sale	350—£820

which will more than pay the next two months' cost. The mine is very much better now in prospect than in February. The 120 fm. level has been driven east, and west only 8 fms. In this and the 110 level has been done. In the 100 driven south on a caunter lode, and much water coming from it; lode kindly, 15 in. wide. In driving north 2 tons of good ore have been raised. The old lode for 2 fms., driving this month, has turned out 1½ tons of good ore, and is kindly. The 90 fm. level is home to the cross-course, and still 4 fms. from the main lode. The 80 is driving along way, but is 30 fms. from the main lode; last month 8 fms. driven for 2½ tons of good ore. The 70 is driving south of main lode and is small. Two branches have been intersected, one 6 in. big; good ore. On Pryce's lode, at this level, they are poor; and at the level under they have tribute ground. North of the cross-course for 6 ft. turned out 1 ton of good ore. The 48 is on a great distance, but not holed up to the 36. The 36 is driving north on a cross-course. The 26 is on a north lode, and kindly.

EAST TAMAR CONSOLS.—April 20.—At Whitsun, the lode in the 46 fm. levels north and south have been very hard, but it is now looking more kindly, producing good stones of ore. The 36 fm. level north is producing good work; at the south part the pitches are looking very well. At Furzehill, the stope at the 30 fm. level, the lode is worth 17s. per fm.; the pitches at this part of the mine are looking as well as could be expected. We shall be ready to sample by the latter part of this week upwards of 40 tons of silver-lead ore.—B. ROBINSON.

GUNNIS LAKE.—April 21.—I beg to inform you that Bailey's engine-shaft is 6 fms. 2 ft. under the adit level; there has been no lode taken down. In the 10 fm. level, at western shaft, we have, as anticipated, cut another lode, which is upwards of 2 ft. wide, producing in places good work for tin—a very kindly lode indeed; and we purpose driving on the course thereof; we continue shod on the course of the lode (thrown by the cross-course) west, the which in the pits will average 1 ft. wide, composed of gossan, prlan, and spar, altogether kindly.—WILLIAM RICHARDS.

HAWKMOOR.—April 21.—I beg to inform you that the lode in the 15 fm. level, east of Hitchens's engine shaft, is about 1 ft. wide, producing stones of ore in places. The south engine-shaft is suspended at present.—P. RICHARDS.

HOLMBUSH.—April 21.—The shaftmen are working with vigour in completing Hitchens's shaft to the bottom of the 120 fm. level. In the 100 fm. level, west of Hitchens's shaft, the lode is 20 in. wide, and worth 22s. per fm.; in the 100 fm. level, west of ditto (on the north part), the lode is 2 ft. wide, and worth 30s. per fm.; in the 100 fm. level west (on the south part) the lode is 18 in. wide, composed of mundic, spar, and stones of copper ore; at this level, driving south, the lead lode is 6 ft. wide, composed of spar, flookan, and spots of lead; we have 23 fms. further to drive this level to intersect the Flapjack lode, agreeable to the dialling; we have communicated the rise above this level, on the lead lode, to the 90 fm. level, and have resumed driving the 100 fm. level north on the lead lode, to intersect the caunter part of the north lode, and to prove whether there are any other lodes in that direction; in the 100 fm. level, west of Wall's shaft, the Flapjack lode is 2½ ft. wide, composed of spar, mundic, and spots of copper ore. In the 90 fm. level, west of Hitchens's shaft, on the north part, the lode is 10 in. wide, composed of spar, peach, and stones of copper ore; in the same level, driving west (on south part), the lode is 1 ft. wide, and worth 8s. per fm.; since the communication is made to this level, we have resumed driving the 90 fm. level south, on the lead lode, and began to stope the back of the 100 fm. level (on the north part). In the 80 fm. level, west of Hitchens's shaft, we have intersected the western wall of the lead lode, and are now driving south on it to intersect the south copper lode. In the 62 fm. level, west of Hitchens's shaft, the ground is favourable for driving. I would also beg to observe, we have resumed the rise over the 80 fm. level against Bray's shaft.—WILLIAM LEAN.

MENDIP HILLS.—April 21.—This day we have got in our count-house the largest stone of lead that there is in any count-house in England; it took 14 strong men to take it up to the count-house, and I really thought we had found the secret, or great bunch of lead. I was underground assisting the men to get out of the end this large stone of lead, with many other good ones. This is at Stainby's, at the 18 fm. level, driving north of shaft; there has not been seen such a large stone of lead as this on the Mendip's in our day—it weighs from 10 to 12 cwt., and we shall have more of them yet.—G. PATNER.

SILVER VALLEY.—April 20.—I beg to say that the tin lode in the engine-shaft cut into about 2½ ft., and producing some good work; we expect every day to see the south part of it. The lode in the 30 fm. level west, is 1 ft. 6 in. wide, composed of capel, peach, and mundic, containing a little tin. The lode in the eastern end is 9 in. wide, composed of capel, peach, and spar. The lode in the 25 fm. level west, is just as stated last week, being 2 ft. wide, composed of capel, peach, spar, and mundic, very kindly. The south shaft is cleared to the 40 fm. level, and we shall at once commence clearing this level eastward. At the 30 fm. level, the cross-cut towards the copper lode, is not quite so favourable for driving. In the back of this level, on the course of the silver lode, we have cleared to the lode, which is 1 ft. wide, with a branch on the south side,

containing some grey and native silver. The 20 fm. level west, is cleared 12 fms. 1 the lode is 9 in. wide, composed of flookan, and spar. There has nothing been done in the 10 fm. level west, since last report; the men have been engaged in getting through runs in the eastern level, which is cleared 23 fms.; the lode is about 1 ft. wide, chiefly composed of flookan. The shaft at Wheel Sisters is holed to the shallow adit; the level is full of water, by means of a run westward, and we are now preparing a small pump to draw it out; the lode at the point of holling is 1 ft. wide, composed of flookan and gossan.—S. RICHARDS.

SOUTH WHEAL TRELAWNEY.—April 11.—I beg to inform you I have been underground in the above mine to-day. The men have driven 4 fms. 3 ft. south on Sobey's lode since setting day, through a lode 2 ft. wide, composed of gossan, spar, and soft white killas, and occasionally a little whole prlan. The lode in the present end is 3 ft. wide, with two well-defined walls; the nature of the lode in the end is just the same as the lode that has been driven through. On the whole I think this is a very promising lode, but we are not deep enough to meet with lead. I intend to set a winze to sink below the adit level in the course of the lode next setting day, where the splendid stones of copper ore were reported to have been broken from, to prove whether there is any left like them, and to get as deep as we possibly can, to prove the underlie and nature of the lode against our next meeting. The men in the south adit east have driven 10 ft. since setting day. The ground in this level has been, and still is, troublesome for driving through, being very wet, and intersecting a great number of hard branches of spar, mundic, &c. I have set this pair of men to drive 2 fms. at 6s. per fathom. The other pair of men on Sobey's lode have not driven their extent by 6 ft. I have not set to them, but have told them to drive on as fast as possible until the setting day, which will be in a fortnight.

TRELEIGH CONSOLS.—April 18.—Christie shaft is down to the 100; we shall now timber it, and cross-cut north to the lode. In the 90, east of ditto, the lode is 2½ ft. wide, worth 25s. per fm.; in the 90, west of ditto, the lode is small, and no mineral. In the 80 cross-cut south we have not yet seen any lode; in Garden's shaft, below the 80; no lode taken down since last report; we have about 6 ft. more to sink to the 100 fm. level; in the 80, west of Good Fortune, the lode is 2½ ft. wide, with a small quantity of ore. In the 70, west of ditto, the lode is 4½ ft. wide, producing good stones of ore, and very promising. In the 60, west of Symons's, the lode is 2½ ft. wide, with stones of ore. The 50 cross-cut north is in the country, the ground much as usual; in the 50, west of ditto, the lode is about 20 in. wide, worth about 6s. per fm. In the 20, west of ditto, the lode is about 1 ft. wide, but little ore. In the adit, west of ditto, the lode is 3½ ft. wide, producing good stones of ore. The west shaft is sinking in the country.—W. SYMONS.

UNITED HILLS.—April 11.—Williams's engine-shaft is sunk to the 90 fm. level; we shall now commence driving south to cut the south lode. In the 80 fm. level, east of Williams's shaft, the lode is 4 ft. wide, worth 12s. per fm. In the 70, south, east of Williams's shaft, still driving south; in the 70, west of James's shaft, the lode is 3 ft. wide, worth 2s. per fm.; in the diagonal shaft, under the 70 fm. level, the ground is a little improved since last reported. In the 60, east of eastern shaft, the lode is 2 ft. wide, worth 20s. per fm.; in the 60, west of Harper's winze, the lode is 3½ ft. wide, worth 9s. per fm.; in the stopes, bottom of the 60, east of Harper's winze, the lode is 3 ft. wide, worth 30s. per fm.; in the stopes, bottom of the 60, west of James's shaft, the lode is 18 in. wide, worth 20s. per fm. In the 50, east of eastern shaft, the lode is 18 in. wide, producing some stones of ore; in the 50 south, east of eastern shaft, the ground is harder for driving than last reported. We have set a new pitch in the bottom of the 70 fm. level east, at 4s. in the 17. At Wheel Sparrow, in the 50, east of Gibson's shaft, the lode is 2 ft. wide, unproductive. In the 40, east of ditto, the lode is 18 in. wide, worth 12s. per fm.; in the 40, west of Richards's shaft, the lode is 18 in. wide, poor. In the 30, west of ditto, the lode is 2 ft. wide, worth 9s. per fm. April 21.—The 90 fm. level is driving to cut through the south lode. In the 80 fm. level, in this rise, the lode is 3 ft. wide, ore of average quality. In the 70 fm. level, east of eastern shaft, we are still driving south, no alteration since last reported; west of James's shaft, the lode is 3 ft. wide, producing but a small quantity of ore; the diagonal shaft is a little improved for sinking since last week. In the 60 fm. level, east of eastern shaft, the lode is 3 ft. wide, 14 in. good ore; west of Harper's winze, the lode is 3 ft. wide, ore throughout, of low quality; in the stopes, east of Harper's winze, the lode is 3 ft. wide, good ore; in the stopes, west of James's shaft, the lode is 5 ft. wide, 3 ft. ore of average quality. In the 50 fm. level, eastern end, the lode is 18 in. wide, producing stones of ore, but not rich. At Wheel Charles, in the 50 fm. level, the lode is 2 ft. wide, producing but little ore. In the 40 fm. level, the lode is 18 in. wide, ore of a fair quality. At Wheel Sparrow, in the 40 fm. level, the lode is 2½ ft. wide, producing some good stones of ore. In the 30 fm. level the lode is 2 ft. wide, 1 ft. ore of fair quality.—THOMAS TREVEEN. RICHARD WILLIAMS.

WEST WHEAL JEWELL.—April 20.—In the 100 fm. level west, on Wheel Jewel lode, the lode is small and unproductive; the ground in the rise, in the back of the 100 fm. level east, is hard. We have intersected this lode in the 85 fm. level, west of Williams's cross-course, in the past week, but have not taken it down. In the 70 fm. level west, on ditto, the lode is 15 in. wide, composed of spar and stones of ore. In the 12 fm. level west, on ditto, the lode is 18 in. wide, composed of gossan and spar. The ground in the 85 cross-cut north is more favourable for driving; the ground in the 85 cross-cut south is without alteration. No lode taken down in the 12 fm. level, on Tolcarne tin lode, either east or west, in the past week. In Wilkinson's engine-shaft, sinking below the 30 fm. level, the lode is 2½ ft. wide, composed of spar and stones of ore. In the deep adit west, on ditto, the lode is small.—S. LEAN. R. JOHNS.

[FROM CORRESPONDENTS.]

DRAKE WALLS.—We inserted a paragraph from a correspondent, in last week's Journal, respecting this mine, in which it was stated that a lode had been found in the bottom level worth 40s. per fathom. We have this week received a communication from another correspondent, who, without having discovered this 40s. lode, states that the mine is opening with very fair prospects of becoming a good, and what is more, a lasting mine, the lode is large, and of good quality, the machinery is of the best description, and adapted in every respect for giving the mine the most economical and effectual working.

DEVON AND COURTNEY MINES.—A considerable improvement has been again made in the deep adit level; the lode contains a leader of copper ore, about 1 ft. wide, saving work.

WHEAL BUCKETS.—A meeting was held at the account-house on Monday, the 20th inst., when a call of 5s. per 256th share was made.

SOUTHERN AND WESTERN MINING COMPANY OF IRELAND.—The Gurtavallig Mine, which we have before noticed as having been taken by this company, is holding out promises of becoming perhaps more valuable than any mining undertaking yet set on foot in Ireland. During the very wet and severe winter which it appears has been experienced on the south-west coast, but little had been done, the mine being completely exposed to the Atlantic, and open to its storms, the men had been prevented from working, excepting at very short intervals; on the approach, however, of more genial weather, the first step was to clear down from surface an immense cliff, which was in a decomposed and dangerous state; it was a difficult and hazardous undertaking, but was accomplished safely; they next commenced a cross-cut, or adit, from the face of the cliff, which ran parallel with the lode, and was skirted by the sea; this adit was driven but a few fathoms, when they cut the north wall of the lode, and at two or three blasts broke down some very rich yellow sulphuret of copper. From all previous inspections of the lode, both at surface and on the face of the cliff, it was not expected to have found copper until they approached the south wall; but from the quality of the samples obtained, and the appearances of the spar, greens, and mundic, at the north, there is every reason to expect the southern portion of the lode will prove far superior to their most sanguine expectations. This lode is about 12 ft. wide; and about 12 ft. south of the southern part of it, is another lode, which, from surface appearances, gives equal promise as the one now being worked upon; it is the intention to continue the cross-cut through this second lode, to ascertain the value of both, and from the underlay, the opinion is general among miners, that the two will form one great lode in depth. The strata and character of the country in which these lodes are situated, are of the most favourable character, and present promising indications which cannot be exceeded. This excavation is being made at a depth of 50 fms. from the surface of the cliff, the adit will be 4 fms. above high-water mark, and the ore and dressing-floors are secured by good sea walls, on the shores of a bay, in which the navy of England might ride at anchor. The sett extends over a large tract of country, and from all the appearances, there is little doubt but that this mine will turn out a most fortunate speculation, and amply repay for capital expended upon it. The company is divided into 10,000 shares, on which 1s. has been paid, and they are already in request at 1s. An instalment of 1s. will become payable in September; and, we understand, a call of 10s. will be made early in next year, which is expected to be all the money the directors will require from the shareholders.

CHIANTLA MINING COMPANY.—On Wednesday, the 22d inst., sailed from Gravesend the brig *Crusader*, Capt. Larbaletier, bound to Belize, San Tomas, and Ysabal, having on board, as passengers, Don Young Anderson, Capt. Jas. Hosking, Messrs. Rodda, jun., and Matthews, the party sent out by the above company, for the purpose of exploring the extensive mining property, situated in the presidency of Guatemala. The precautionary measures adopted by the directors are highly praiseworthy; for although the representations which have been made, respecting the mineral productions of that extraordinary district, surpasses the accounts generally furnished from abroad, yet, to avoid partaking of that fatality which has hitherto attended almost all of our foreign mining enterprises, the committee of management have laudably determined to have an efficient trial made on the lodes, by experienced and practical agents of their own selection, before they enter on a more extensive system of operation. With the facilities and advantages which the company possess there—the cautious preliminaries that have been commenced, and the influence and wealth of the company—there is but little doubt, on the confirmation of the reports, that these operations will prove a new era in foreign mining.

CALLINGTON MINING COMPANY.

A special general meeting of shareholders was held at the offices, 44, Finsbury-square, on Tuesday, the 21st inst.

RICHARD HODGSON, Esq., in the chair.

The meeting having been convened for 1 o'clock, instead of the ordinary hour, we must needs but briefly advert to the preliminary proceedings which we collected from those present. We believe, however, but little transpired beyond the address of the CHAIRMAN, who, at some length, as we are informed, stated to the meeting that, he having purchased the Callington, or Redmoor Mines—for, if we mistake not, these mines were worked by a former company—at the sum of 1200l., he had associated with himself the two gentlemen named in the code of regulations (Messrs. Stainby and Lewis), as directors; and that he certainly did not contemplate vacating office until death should cause a vacancy—indeed, it was his impression on the formation of the rules, as was his determination at the present moment, to retain his position as director, and which he felt himself bound to do, not only in justice to the proprietors at large, who had heretofore placed confidence in him, but to the large interest he held in the mine. In the course of his observations, he noticed that a further dividend of 1s. per share had been declared, and, moreover, that the board of directors had elected Messrs. Field and Fearon as additional directors, which he hoped would be satisfactory to the meeting.—We give this as 'twas given to us; and now proceed to a brief notice of the proceedings of the meeting, which was fully attended—and among whom we noticed many gentlemen possessing not only considerable interest, but influence, as regards mines in Cornwall. It would be hard to follow the speakers, or to convey to our readers a fair descriptive account of the proceedings, without occupying too much space beyond that which we should be justified in doing, or which would be requisite, even to do justice to those who took a prominent part in the discussions which arose; suffice it, therefore, that we give a general outline, with the remarks of some of the speakers, premising that, among the many, Messrs. Field, Young, Andrew, Procter, P. N. Johnson, and others, with Mr. Sewell, the solicitor of the directors, took a more or less active part.—At the moment of our entry, we found Mr. FIELD in the act of reading the recommendations of the committee, appointed for considering the rules or conditions under which the company was governed, and such alterations as they might think fit to suggest, who requested that he might be allowed to read them throughout without any interruption or observation on the part of any shareholder present, as it was his wish to offer some observations thereon, previously to their being submitted by the chairman. That gentleman, accordingly, proceeded to read the report, or recommendation of the committee of which he was chairman, and which being in the end adopted, with the alteration of one director henceforth retiring annually, instead of two, as proposed by the committee, and also the filling up of any vacancy in the direction by the remaining members, without such election being subject to the confirmation of a meeting of the proprietors, will be found conveyed in the following resolutions adopted—while the discussion which ensued, or rather took place, antecedent to the passing of the resolution, which will be our province to endeavour briefly to describe, will convey some idea of the feeling entertained by the body of shareholders, and the course pursued by the chairman, who, we should hope, only expressed his own feelings, and not those entertained by his co-directors.

REPORT

Of the Committee of Shareholders appointed to Revise the Rules and Regulations of the Callington Mining Company.

The committee having carefully considered the existing Rules and Regulations, recommended to the shareholders the following alterations:—

As to Rule 1.—That the number of directors be at once increased to five, and that three be a quorum, instead of two.

Rule 2.—That one director shall go out of office annually, but shall be eligible for re-election by the shareholders at the annual general meeting—vacancies in the interval to be filled up by the other directors. Absence for six months to disqualify. Remuneration of directors to be 250s. per annum, divided according to attendance.

Rule 6, that it run thus:—That the directors shall quarterly call a general meeting of shareholders, for the purpose of laying before them a report of the proceedings of the company—the state of the affairs, and the accounts thereof; and of each such general meeting, at least 14 days notice shall be given, in the manner hereinbefore directed, in regard to notices of calls; and that the accounts be made up, and copies forwarded to each shareholder, seven days before each such quarterly meeting.

As to Rule 7.—That it be expunged.

Rule 9.—That the number of shares required to a requisition be 200, instead of 250.

Rule 10.—That the scale of voting be as follows:—5 shares, and upwards, one vote; 10 ditto, two ditto; 20 ditto, three ditto; 30 ditto, four ditto; 40 ditto, five ditto; 50 ditto six ditto.

Rule 23.—That a fee of 2s. 6d. be paid on every transfer.

Rule 30.—That the operation of this rule be restricted to directors.

Rule 34.—That the majority be two-thirds of the shareholders present in person, or by proxy, instead of a simple majority.

The committee further recommended, that, in place of Rule 7 (expunged), there be substituted a Rule (7), giving the directors power to make bye-laws for the regulation of the company. Also, that two auditors be appointed annually by the shareholders—the qualification of such auditors to be five shares each, and their remuneration to be 10 guineas each per annum. As the amount of office and other expenses can be controlled by the directors, it is unnecessary to make them the subject of a rule; it is enough for the committee to recommend economy in this and every other branch of the company's expenditure.

(Signed) JOHN FIELD, JUN. RICHARD JAMES.

JOHN G. TYRRE. JAMES ANDREW.

London, April 20.

The resolutions having been moved by Mr. J. PROCTER, and seconded by Mr. MOUNT—after much discussion of which it is our object to render an outline—they were in the end passed with one dissentient vote, that of Mr. YOUNG, who expressed himself in very strong terms, as to the opinions he entertained.—Upon the resolutions being read, the CHAIRMAN stated that he, on the part of the directors, would not object to the alteration as to the transfer fee, nor would he be related to quarterly meetings; he did, however, strongly object to the proposed alteration, or rather deviation from the second rule, as affected the appointment of directors. He had already stated to the meeting the position in which his co-directors and himself were placed, and with the two gentlemen whom they had elected as additional members of the board (Messrs. Field and Fearon), the one possessing qualifications of the highest order, as connected with monetary affairs, and as a man of business, and the other possessing much legal knowledge and experience, they, the directors, felt that such course having been taken by them, should be deemed sufficient. There could not, nor indeed was there, the slightest objection on the part of the directors to confer with the committee on the course to be henceforward pursued—while he begged to impress on Mr. Field, that it would be far better to discuss the matter at a board of directors, of which he was now a member, than to enter into personalities, and that discursive matter, which could be productive of no good, while it might tend to evil.—Mr. FIELD, in reply, observed, that a principle had been laid down by the committee, whose report, or recommendations, he had then read—that two of the directors should retire annually, but be eligible to be re-elected; this was a point to which he must adhere—it was one of the fundamental principles on which the report was founded, as it was absurd to imagine that gentlemen should remain in office "for ever and a day." There could be no objection that he could see why they should not vacate office, and throw themselves upon the propriety to re-elect them, or place others in their stead—while, so far as his experience had gone, he never knew of parties under such circumstances not being re-elected without acts of gross misconduct having been shown, and, in such case, he thought, at all times, the change was for the better. He had been given to understand, at the last meeting, that it was the intention of one, if not the whole, board of directors to have vacated their offices, and afforded the propriety the opportunity of expressing their opinion by their vote, and should they think fit then of re-electing them, with an addition of two gentlemen, making a board of directors of five proprietors, or, in case of the non-re-election of the parties, then to have placed others in their stead—a point, however, which it was not for him to anticipate or discuss.

The CHAIRMAN, in reply, observed, that had the directors vacated their office antecedent to holding the meeting, the company would have been virtually defunct. This opinion the hon. chairman, on more than one or two occasions in the course of the proceedings, strongly urged upon the meeting; at the same time observing, that the office of director was not so easy as many of the shareholders might suppose, as not only was an onerous responsibility imposed on him in the performance of his duties in London, but that he had felt it his duty actually to go underground and risk his life in seeing that the workings of the mine were properly conducted (!) He (the chairman) had no hesitation in saying, that neither his colleagues nor himself would give up their position; and they thought the addition of Messrs. Field and Fearon to the board of directors was as much as the shareholders had a right to expect, or that they, the directors, were warranted in assenting to. He further added, that the rules could not be passed that day, as they were not legally constructed.

Mr. FIELD observed, with reference to the last remark of the chairman, that the committee never intended their rules to be considered as legally constructed—the only object was to take the opinion of the meeting on the plain sense matter relating to the questions submitted to them; and they would most willingly refer the legal form or construction of the modified rules to Mr. Sewell (the directors' solicitor), who would, doubtless, see that every thing was done to protect the interests of all parties concerned. In the course of this gentleman's observations, although at another part of the proceedings—for it is impossible, as we have already said, to follow them in due course—he observed, that he had been given to understand he had been elected as a director; he, certainly, until after having entered the room, and immediately previous to his then addressing the meeting, was perfectly unconscious of the honour conferred on him. He thought it right to observe, that it was not his intention to act as a member of the board of directors, however desirous he might be of promoting the general interests, without he not only had the entire confidence and support of the proprietary, by a resolution passed to such effect; but, moreover, that unless a certain course was pursued by the present directors, he (Mr. Field) declined to act with those gentlemen, who now constituted the board, and, more particularly, referred to one, who, having pledged himself to retire from office, and subject his re-election to the votes of the proprietors, had, in his opinion, by the non-observance of his pledge, forfeited his character, so as to preclude him (Mr. F.) from acting with him until he should have fulfilled his pledge. He could not, under such circumstances, sit at a board so constituted, and must therefore, although elected, decline to take part in their deliberations.

A lengthened discussion ensued on this and other matters of minor importance—during which the chairman, on more than one occasion, expressed his intention of vacating the chair; and a shareholder, whose name we understand, was Mr. Taylor, a solicitor, in whose name three shares had been transferred by the chairman on the day previous to the meeting, certainly did uphold him in his endeavours to bring the meeting to a close, but without effect.

Mr. ANDREW observed, that he considered, Mr. Stainsby having pledged himself to retire, that that gentleman was called upon at least to express his intentions, and to assign his reasons for any alteration of such intention, should such be the case.—The CHAIRMAN begged to interfere; it was not a question before the meeting, and he would not allow Mr. Stainsby to make any remarks.—It is hardly necessary to observe, after the dictum of the chair, which was met by exclamations of "Oh! Oh!" Mr. Stainsby remained silent, although it is only justice to that gentleman to state, that he, in a few side words, expressed his readiness to meet the observations of Mr. Field and Mr. Andrew, the substance of which it is not for us to anticipate; but we believe that, had the chairman allowed that gentleman to have expressed himself, far more unanimity would have been displayed than that with which the meeting terminated.—The CHAIRMAN further observed, that in another 10 months the shareholders could take another course, if they were not satisfied with the present arrangements.

The recommendations of the committee, as amended, having been adopted, it was further resolved, that Mr. Sewell draw up a code in accordance with the proposed alterations; and that a special general meeting be convened for determining on the same within six weeks.

Mr. FIELD, previous to the closing of the proceedings, observed, that there was an omission, or irregularity, as regarded the report of the committee—for although the meeting was called by the directors to elect proprietors to act as such, he found out, although too late, that the report of the committee was in fact simply recommendations to the board of directors to act upon. The directors had appointed two additional directors; but he hoped the shareholders would, at their next meeting, act for themselves.

In the course of the proceedings, Mr. P. N. JOHNSON observed, that having taken an active part in the practical management of the mines, he would most readily tender his resignation, and leave to the shareholders the appointment of one better qualified for the office, and the performance of those duties which had heretofore devolved on him.—We can only say that the idea was "scouted," while all were ready to admit the able services of that gentleman—a vote of thanks to Mr. P. N. Johnson was subsequently carried unanimously.

A vote of thanks was proposed to the chairman by that gentleman's supporter (Mr. Taylor), and, having been seconded, Mr. LEWIS, who was called to the chair, declared it to be carried.—We must confess, with our imperfect vision, it did appear the other way; but the chair cannot err. Had a vote of thanks been moved to the committee, we believe no question could have ensued, as to whether the mover was in a majority, or otherwise; but such was not the case—it being possible the opinion of a portion of the meeting, that in their report they had gone too far; while others, we believe, conceived they had not gone far enough. We have been compelled, in our report of the proceedings, to be somewhat discursive, for such observation may apply generally; while it has been our object to give a correct outline, more especially when we feel and know the importance attached to the proceedings.

NORTH WHEEL ROSE MINING COMPANY.

We briefly noticed, in our last, that a meeting of the shareholders in this mine, was held, at the George and Vulture Tavern, Cornhill, on Friday, the 17th inst.—WILLIAM CARNE, Esq., in the chair.—After the usual preliminaries, the report of the mining captain and statement of accounts were presented.—The chairman said, that in September the mine made a good profit; but, in consequence of the continued rains during the months of October, November, and December, the water increased so fast in the mine, that the tributors had to be taken from their pitches to secure the different levels from running in; so that, whilst during these months the costs were very much increasing, the returns of lead were falling off, which will account for this heavy balance in the accounts against the mine. The cost, however, would, he said, be reduced to 300l. a month for the future, whilst the returns of lead would considerably increase. There is on the surface, which will be sold in about a fortnight, about 800l. worth of lead.

The following resolutions, having been proposed and seconded, were adopted:—
1. That the accounts for October, November, December, January, and February having been submitted to this meeting, be passed and allowed. 2. That it appears desirable to this meeting that the sinking of the flat-rod shaft, below the 70 fm. level, be continued as soon as the agents deem it convenient to do so. 3. The solicitor having reported to this meeting the suspension of the proceedings in the suits originally instituted as to Oxnam's Land, and what passed on the occasion of the argument before the Vice-Chancellor of England, and the subsequent advice of our counsel—Resolved, that a new suit be instituted and prosecuted in accordance with that advice. 4. That a call of 4l. per 250th share be now made and collected for the payment of the debt due to the pursuer, for the further prosecution of the mine, and to meet the expenses attendant on the law proceedings.

ACCOUNTS.
Nov. 25, 1845—Balance £1221 12 2
October do. 326 10 10
November ditto 341 6 0
December ditto 460 5 10
January ditto, 1846 489 7 4
February ditto 401 0 0
To this sum laid aside for law expenses 256 0 0
Total £3496 2 2

Report.—I beg to lay before you the present prospects of this mine. The flat rod shaft is down to the 70, and the men are employed in casing and dividing the shaft; they will be in readiness to sink in the course of a few weeks, and may expect to see the lode at the 80 fm. level in November. We have commenced driving the cross-cut towards the lode at the 70. By Midsummer-day we hope to see it; and from the indications of the ground, and the branches crossing the level, I hope the lode will prove more productive than at either of the levels above. The 60 fm. level: the lode here is about 2 ft. wide, composed of flonk intermixed with lead, worth about one-third of a ton to the fathom. The 50 level on the west lode: this lode has a more favourable appearance than for some time past; at this level we have two pitches working, and in the course of a few weeks shall set one or two more. I also think we may set one pitch at the 40 fm. level, and one at the 30, during the summer months. The two latter we have been prevented working from the quantity of surface water we have had throughout the winter. The 40 fm. level on the east lode: the lode here is large and of a kindly appearance, although no lead is to be seen. We have from 15 to 20 fms. to drive to cut the counter lode. This lode has taken a more westerly direction than we expected, which accounts for our having so far to drive to cut it. The 30 fm. level: we have one pitch working here at present. From the present appearances of the mine, I should say our returns of lead will be about 20 tons per month. There does not appear to be any doubt but what East Wheel Rose shoots of lead are fast dipping north, and it is my opinion that we shall have them in this mine at the 80 and 90 fm. levels.

SOUTH WHEEL MARIA MINING COMPANY.—A meeting of adventurers was held on the 16th instant, at the New Inn, Callington, to decide on the kind of machinery, to be erected for working the said mine; plans and specifications were produced in favour of water-power, to be worked by the Tamar, and a dam of 4 ft. to be made across the said river. This proposition met with much opposition, in consequence of the (supposed) many difficulties to be contended with; consequently, it was proposed and carried, that a steam-engine of 2-hp. cylinder, was ordered, with boiler, drawing apparatus, &c., complete, similar, in all respects, to that now at Tokenbury Mine, to be delivered on the mine within four months from the date thereof. The meeting then adjourned to the 6th of May next, to be held at the same place, in order to receive tenders, and to make further provision for the wants of the said mine. For the satisfaction of distant shareholders, I state that the most experienced miners and best of judges pronounce South Maria to be well deserving of the most effective machinery, and I believe all agree that it is very likely to be a rich productive mine.

UNION GOLD MINING COMPANY.—A special general meeting of the shareholders was held, pursuant to advertisement, at the George and Vulture Tavern, on Thursday, the 23d inst., with the object of winding up the affairs of the company, and dividing the balance remaining in the bankers' hands, which was stated by the chairman to be equal to 2s. 8d. per share. The meeting having only for its object the dissolution of the company, and the distribution of the assets, it is only necessary to state that a final dividend of 2s. 6d. per share was determined upon, the trifling excess being applied to the payment of advertisements and other expenses. There were but few shareholders present.

WHEEL MARY ANN MINING COMPANY.—At a meeting of adventurers, held at the Cornish Arms Inn, St. Blazey, near St. Austell, on the 6th inst.—W. MEDLAND, Esq., in the chair.—The accounts, showing a credit balance of 4l. 12s. 7d., were examined and passed. The resignation of the pursuer of the mine by Mr. Brokenshar was accepted, and it was resolved, that a committee of seven shareholders be appointed to assist in the management of the mine, and that their proceedings be binding on all the adventurers during the space of six months, and that the following persons do form the said committee, and that five shall constitute a meeting:—Capt. John Sampson and Joel Hitchens, Messrs. Joseph Polkinghorne, Henry Chipman, William Gichard, W. R. Rowe, and Robert Parkyn jun. A call of 10s. per share was made, for the further prosecution of the mine; Mr. Joseph Polkinghorne was appointed treasurer; and Mr. Robert Parkyn jun., was appointed pursuer, at a salary of 1l. 1s. per month.—The following report from Capt. Mark Richards was read to the meeting:—"Since my last report, we have driven the adit level on the cross-course 3 fms.; the lode in the level is 1 ft. 6 in. wide, composed of spar and prizm, with stones of grey and yellow ore. In driving on the cross-course we have cut two branches, containing some good spots of yellow ore. The ground is more favourable for driving, being of a beautiful blue kallas, and we are driving it for 3l. 10s.

per fm. We shall intersect two lodes by driving 20 fms. further, at a depth of about 35 to 40 fms. We have made a waterfall for throwing air into the end, and have fixed 100 fms. of air pipes for that purpose. The new and additional set is on the junction of the granite and kallas, in which we have discovered three lodes, composed of beautiful gossan, prizm, and spar. I think the mine is much improved, and consider it a good speculation."

MINING IN CORNWALL AND DEVON.—No. III.

CALLINGTON MINES.—These mines are situated in the eastern district of Cornwall, and extend, in a northerly direction from the town of that name, for about 700 fms., the average east and west being about 600 fms. This set had been extensively worked by the ancients for tin, as the old burrows would prove, and by which, as in many other cases in Cornwall and Devon, the run, or bearing, of the lodes is indicated—the character of the east and west lodes being copper, with tin in the backs. This line of burrows shows five or six east and west lodes, and one large caunter lode, running about north-east and south-west; there is also a north and south lode, which is productive of argentiferous galena. The country (or rock) is clay slate, at the western foot of the granite of Kitt Hill. The set is chiefly in the ground of the Duchy of Cornwall and Lord Ashburton; and, after partial explorations by small capitalists, was taken by a London party, and worked as the Redmoor Mines (that being the name of the common), from 1834 to 1843, at 1-15th dues, and at a cost of about 49,000l., and returned about 20,000l. of lead and silver, with tin and copper ores, but, for want of efficient machinery, was abandoned. The present company purchased the machinery and set, and commenced operations in 1843, and have, with an outlay of 19,000l., erected five steam-engines, communicated the two main shafts, for the distance of 183 fms., at the 60 fm. level, for the thorough ventilation of the mine on the north and south lead lode, and by which they have been enabled to develop two of the east and west lodes, at the 70 and 80 fm. levels; they are also working the lead lode at a 90 fm. level, and sinking the shaft for a 100 fm. level, at the north part of the lead lode, and the 112 fm. level, at the south shaft, at the distance before-mentioned, with every prospect of not only the lead and silver lode being more productive in depth, but giving facilities for developing the east and west lodes at greater depths than yet seen. A shaft, for drawing the ore from the mine, is now erecting between the two main shafts, and an engine erected for that purpose; there is also an engine for crushing and stamping the ore—one whim for raising at the north shaft, and two pumping-engines—making five in all. Some of the improved Saxony machinery has also been introduced by Mr. Johnson, for returning the ores, and a powerful wheel, working 16 stamp heads, erected in the south part of the set, worked by the water from the adit; and crop dressing floors, for returning the poorer class of ores and waste from the first floors alluded to, which are brought by a tramroad, on a gradual incline, for that purpose. About midway between the north and south shafts alluded to, runs an elvan (porphyry) course. The present company have obtained a reduction in dues of from 1-15th to 1-20th, in the ground held under Lord Ashburton, and expect a favourable result from their application to the Duchy of Cornwall for the same. A second dividend of 1l. per share on the undertaking, which is divided into 1000 shares, has been just declared. The mines are now returning about 1800l. worth of silver-lead, and 2000l. worth of copper ore, per month, with every prospect of a continuance, from the great extent of ground opened, at the average cost of about 1650l. per month. The mines are under the management of a London committee, consisting of Messrs. Hodgson, Stainsby, Lewis, J. Field, jun., and Fearon, and the shares are registered at the office of the company, on the payment of a fee of 2s. 6d. on each transfer. The offices are 44, Finsbury-square. The regulations, under which the company is governed, have undergone some trifling alterations—noticed in another column.

CALLINGTON MINING COMPANY.
Sir,—As I doubt not your Journal will maintain its deservedly good character for correctly reporting what takes place at public mine meetings, I shall not occupy your valuable space, in alluding to the Callington meeting, held on the 21st inst., further than to notice one point which appeared to me to have been wholly overlooked by the shareholders, and which is this, that the mere removal of Mr. Stainsby from the direction, will be to him a matter of little or no moment in a pecuniary point of view; whilst, at the same time, it leaves the concern, as it has hitherto been, under his management; if the shareholders are of opinion, with the worthy chairman, that the mine cannot be carried on without him, then, I should say, re-elect him as a director, but take the whole London business elsewhere; and, again, to quote the chairman, say, "good-bye to you, 44, Finsbury-square"—others are to be found who will manage it far better for the company, I mean, and at a much less expense.
Cornhill, April 23. A CONSTANT READER.

GENERAL MINING ASSOCIATION.
Sir,—It must entitle you to the grateful acknowledgments of the proprietors of this company, to find you have devoted, in last week's Journal, a few lines to the subject of the late arrangements made by the directors. With few data to guide the public in this country, the negotiations appear to be managed very successfully so far. The colony begrudges, however, it seems, the loss of 6000l. annually—the association having obtained the privilege of drawing 26,000 chaldrons instead of 20,000, on payment of dues to the tune of 3000l. a year. But the representatives are in a rage at this wonderfully liberal concession, and would oppose it! Gentle, most liberal, most amiable M.P.'s oppose it! Do! by all means cut your own throats! In God's name, pray work your mines yourselves! This opposition, of course, is to encourage British speculators to send out another half million sterling; and to be as profitably employed as the capital of the proprietors of the General Association has up to this date proved to the truly-fortunate adventurers. Now, Sir, a word more. Large as the dividends have been up to this date—averaging nearly 20 per cent. upon the capital (!)—it has generally been expected that something like a 2l. or 3l. per share dividend would be paid in the course of the last year. The facts alluded to have been a bar, no doubt, amongst other causes, to this pleasing anticipation. Yes! prodigious profits! whacking dividends!! capital already returned to the fortunate shareholders!!! These are the GLORIOUS FACTS, which, perfectly well known across the water, have contributed to throw those excellent and liberal gentlemen into such a not-to-be-wondered-at rage and fever. Pray, Sir, find room, if you can, for this; and merely for one little inquiry further, which is—where the next public meeting is to be held; and when the next bouncing dividend, with bouncing bonus to boot is to be declared?
Throgmorton-street, April 21. AN ORIGINAL SHAREHOLDER.

RINGLEY COLLIERY—DEFECTIVE PIT MANAGEMENT.
Sir,—I see, by the public papers, that a poor man, the worker of an engine at Ringley Colliery, Lancashire, has been sent to jail, upon a coroner's verdict, to take his trial for manslaughter, in consequence of the neglect of pumping having stopped the air-course, and produced an explosion, whereby some persons were killed. The colliers were working in another pit, and heard the first explosion; but, fancying that all danger was over, were in the act of returning into the mine with lighted candles, when they fell in with another accumulation of foul air; and, before they could take precautions for avoiding it, the total explosion took place, which occasioned the inquest.

Now, Sir, it would appear, that, to send this engine man to jail upon a charge of manslaughter, is to say the least of it, a far-fetched mode of reasoning—and by far the more important inquiry would have been, as to the nature of the arrangements for keeping these poor colliers from danger. All the evidence seems to prove, that there was no overman, or sub-agent, in charge of the pit, for the colliers were left entirely to their own cogitations, as to whether they should leave the pit or return to their work. Had there been present an overman, whose business it would be to keep an eye over the various circumstances he must have been excessively stupid, if he failed to discover that his air-current was gradually declining, in consequence of the rise of the water; and, therefore, he would either have rectified the whole affair, by the working of the engine, or he would have withdrawn the men until the pit was made safe. It cannot be expected that working colliers should direct their attention to these matters—their own stationary labour prevents them observing any of these varying circumstances, and it does but raise again the question—Why the government of mines should not be placed upon some obligatory principle of safety, instead of resting upon the recklessness, or ignorance, of individuals? In short, why have we not legislation?—JUSTUS: Manchester, April 20.

NANT-A'R-NELLE MINING COMPANY.
Sir,—Mr. P. P. Couch, in his letter of the 4th inst., enters into much extraneous matter, which I suppose he intends as a gloss over, instead of a direct answer to, the charges made by me against him—provoked, as they were, by his gross attack upon me, under colour of the report of the mines, and published in your Journal of the 7th March. This attempt to justify himself displays more tact than honesty. In the first place, I assert, and will prove, for the cause of truth, and for the benefit of the shareholders, that I had the entire management of accounts, as well as the payment of cash for labour and bills incurred on the mines, during the period of the discrepancies noticed in my last; and that no labour or liabilities were incurred, or paid for, beyond the sums therein stated. No vote of confidence, even if of the highest assembly, can alter, or set aside, the fact of falsified and increased accounts being paid to Mr. P. P. Couch, according to his converted cost-sheets. For holding the original accounts—which, I repeat, he desired me to burn—and retaining the books put into my hands by the secretary, with his letter to retain them, he (Mr. Couch) ridiculously talks of a prosecution for felony. This slander, emanating from such a source, is far beneath any contempt of mine, and will not, I am persuaded, injure the "meant individual." In respect to the misdriving, every man, who was engaged therein, is ready to prove, on oath, that Mr. Couch ordered the diversion, thrown so maliciously on me; and I deny in toto the scrap of Mr. John Semmens, brought to the rescue of Mr. Couch. If Mr. Couch meant to obtain truth from a just inquiry, why not call on me, in the presence of some indifferent party and himself, when evidence of the workmen could be investigated.—JOHN BUDGE: Golden Lion, Llandovery, April 22.

CALLINGTON MINES COMPANY.

Sir,—As the meeting for the election of directors, and alteration of the Rules and Regulations of the company, is near at hand, and no sufficient information as to the misdealings and mismanagement of affairs by the present manager and directors has yet been afforded to the shareholders, and as some impression seems to prevail that the present directors and manager will endeavour to retain their position, and merely to associate with them two of the committee, or other shareholders, it has been deemed advisable to place before the proprietors the following statement, in order to enable them rightly to judge as to the fitness of any of the present directors—either alone or with others—for any such office of trust in the company's concerns. This is the more important, inasmuch as, from the anomalous character of the report, it is impossible to feel any assurance that such matters have really appeared before the committee in their true light—their censure and attention being addressed rather to the system of mismanagement than to the individuals, and so an alteration of the rules—the observance of which would have prevented the possibility of any such transactions as are complained of taking place, and which rules, therefore, are made in some degree improperly to bear the blame of individual delinquency. At the same time, the suppression of inquiry, and withholding of information, seem to me to have been the acting principles in the chairman of the meeting of the 6th ult. (Mr. Hodgson, one of the directors), and in the chairman of the meeting of the 30th ult. (Mr. Lewis, another of the directors), as well as of the committee, when questions were asked respecting certain items of account, and the import of the expression "irregularity," mentioned in such committee's report.

The absurd mixture of censure and exoneration contained in the committee's report, is too striking to require any comment, other than that it is impossible to conceive how men of sense and business could condescend to do themselves so great an injustice; but it is idle to attempt to blink the matter any longer, and the shareholders will do well to demand an explanation of the following specific matters—viz.:

Why no credit was given to the company for 10 months at their bankers', in their books, for the sum of 245l. 2s. 3d., paid by the firm of Messrs. Walker, Parker, and Co., on April 15th, 1845; nor for the sum of 47l. 1s. 5d., paid by the same house, until between three or four months after the period of payment of it, although the company were borrowing money from their bankers at 5 per cent?

Why no credit was given to the company for the proceeds of sale of copper ore purchased by Mr. Vivian, for 98l. 7s. 4d., which was remitted to Mr. Stainsby on the 17th July, 1844, by a draft at 30 days, until between five and six months after the time of such remittance? Mr. Peter Stainsby is, as you are aware, the paid, and liberally paid, manager of the company, as well as paid director.

Why the sum of 148l. 18s. 6d., in respect of further copper ores remitted by a 30 days' draft on the 25th Oct., was not paid in to the company's account until the 7th Feb., in the following year?

Why the sum of 174l. 12s. 5d., remitted so as to be in cash on the 28th Jan., was not carried to credit until the 13th Feb. following?

Why the balance of 727l. 6s. 6d., owing from the Tamar Smelting Company, was not called in at its proper time, instead of being allowed to accumulate while the company were paying interest at the rate of 5 per cent. to their banks, besides discount charged on bills dealt with as heretofore mentioned? Mr. Stainsby, as a director and manager, and very large shareholder in the Tamar Smelting Company, can probably explain this, as well as why the Tamar Smelting Company, having purchased by ticketing 84 tons of ore at 22l. per ton on the 26th July last, were allowed to retain that ore at 21l. per ton, without its being again exposed to public ticketing in the usual manner.

Why, in violation of the rules of the company, bills were drawn, and to the extent of many thousands of pounds? and

Why such bills were drawn in the individual name of Mr. Stainsby, without being in any manner identified as the company's property?

Why many of such bills discounted (as it is alleged on the books of the company), one, three, four, and five days only before they became due, if discounted at all, on behalf of the company, were not discounted through the company's bankers, Messrs. Bosanquet and Co., instead of being received through Messrs. Sapse and Co.?

Why the sum of 500l., part of the cash arising from the discount of bill No. 11, for 1000l., stated in the company's books to have been discounted by Mr. P. Stainsby, on the 28th March, 1845, was not paid into the company's credit until the 29th July, in that year—and then without interest, although discount had been charged; thereby involving the company in a cost at the rate of something like 10 per cent. per annum?

Why bill No. 6, for 900l., was discounted by Mr. Stainsby, at the rate of something like 10 per cent. per annum to the company? and

Why none of the other numerous bills of the company, discounted by Mr. Stainsby, were ever done at less than the rate of 5 per cent. per annum, although money was to be had at the periods of the discount of many of them at a very much less rate?

Why, on all occasions of drawing and endorsing bills, Mr. Stainsby used his own name only; whereas, in all cases of accepting bills drawn by the agent at the mine for local expenses, he invariably accepted on the credit of the company?

Why bills Nos. 14, 16, 20, and 21, amounting to between 5000l. and 6000l. are represented in the company's bill-book to have been paid in; whereas such bills do not appear to have been paid into the company's bankers as bills at all, nor does the amount of them appear to have been paid in, until after the periods of their being actually payable?

Why the committee have not investigated the accounts in the cost-sheets; and whether it is reasonable, from what appears in the London accounts, to conclude that the former, amounting to many thousand pounds, are correct?

Why is it that not so many as one-half of the bills of the company, drawn by Mr. Stainsby, at the date of the last general meeting, have been deposited at the company's bankers, in violation of the rules of the company on that behalf; and whether the account of Messrs. Sapse and Co., or any other evidence, has been produced to the committee in verification of the dates at which the before-mentioned bills are represented to have been discounted by Mr. Stainsby; and whether, inasmuch as the bills drawn by Mr. Stainsby amount to something like 27,000l., and those stated to be discounted by him to between 8000l. and 9000l., such an inquiry is unimportant?

Why it happens, as appears by the company's books, that the directors have been pressing the shareholders for the payment of their calls, when they had not paid their own; and that to such an extent as that, while the shareholders were being pressed for the payment of their 15th call, Mr. Hodgson (chairman of the directors) had paid his 12th call only?

Why meetings have only been held annually, instead of quarterly, as required by the company's rules, when a statement of the accounts and affairs was to be laid before the proprietors; and whether the before-mentioned misdealings and mismanagements do not pretty well explain to the proprietors the reasons for such postponement in calling them together, and laying before them a statement of their accounts and affairs?

The foregoing matters are put in the shape of questions, in order that the shareholders may have an opportunity of interrogating the directors, and manager, and committee, and receiving such explanations upon them as they may be capable of; and it will then remain for the former to determine whether they will allow such manager or director to continue in office, and whether it will not be better at once to remove men who wish handsome pay, and who, without the excuse of poverty or inability, could for one moment countenance or tolerate so unjust and vicious a system. The latter part of the above remark is particularly applicable to Mr. Stainsby and Mr. Hodgson, who, having been bankers' clerks (I by no means say it invidiously), must necessarily be conversant with the proper modes of keeping accounts, dealing with bills, &c. SCRUTATOR.

April 17, 1846.

SYMONS'S MAP OF THE MINING DISTRICT OF GWENAP.
Sir,—I feel obliged by your kind notice of my Map of the Gwenap Mining District, inserted in your paper of the 4th inst. With regard to the streams, I have omitted none that are natural—and other streams are not usually admitted into maps of this sort. You will find the former marked in the ordinary manner, by continuous curved lines, but they are not drawn by the artist so thick as they should have been. If the streams were coloured, they would be mistaken by some persons for adits.—R. SYMONS: Truro, April 21.

MINE ACCIDENTS.

Spittal Tongues Colliery, near Newcastle.—J. Hetherington was killed here. Another Explosion at Messrs. Benton and Pemberton's Colliery, Bilston, Staffordshire.—A second explosion has taken place here, where the five men lost their lives from the causes we detailed in last week's Mining Journal. It appears that about 6 o'clock three men went down the pit, and that one of them, named Dyke, took the safety lamp, and proceeded round the workings of the pit, when everything appeared safe. After some necessary preparations had been made for forcing air into a part of the mine which had been worked through the solid coal into a gate-road at the back, a man, named Roberts, proceeded into the opening, for the purpose of showing Dyke some work to be executed. The latter advised him not to go, but the former, assuring him all was safe, the two proceeded up the mine, Roberts carrying a naked candle. They had not proceeded many yards before an explosion took place, by which both were very seriously injured—so much so, that doubts are entertained as to whether Roberts will recover. The purpose of the men going into the mine was to prepare it for work, by forcing air into an excavation, in order that the combustible matter might be driven out—hence this second catastrophe.

Wingate Colliery.—J. White was killed by falling down the pit. Woodhall Colliery, near Holytown.—As a boy, named Thomson, aged 12 years, was assisting a younger brother to draw his father's coals, in the Garden pit, the roof fell in, and severed his head from the body.

Cleland Colliery, near Glasgow.—W. Baird was killed by a fall of ironstone. Darlaston.—T. Fairbrother was killed while descending Mr. Lloyd's colliery.

Bank Field Works, Bilston.—One of Messrs. Baldwin's boilers exploded, by which W. Wassall, a puddler, was killed, and great damage done to the premises.

Fatal Colliery Accident at Habergham.—On Monday week, two colliers, named M. Kendal and H. Spencer, were killed in one of the drifts of the coal mines there. It appears that the roof of the mine is mainly formed of solid rock, and was considered by the miners to require fewer props for its support than if it were composed of less compact materials. The unfortunate men, putting too much trust to its supposed safety, had neglected to secure the roof with a sufficient number of props, and some time during the forenoon it fell in, burying them both under the heavy materials.—Liverpool Mercury.

WELSH SLATES.—Whilst Valentin slate, from Kerry, is used in the Houses of Parliament for roofing, the projectors of the Roman Catholic Cathedral, at Killarney, within 40 miles of Valentin, are importing slate from Wales, a distance of 600 miles.

MORE CURES BY HOLLOWAY'S PILLS.—Read this:—Mrs. Jeunina, a widow of an officer in her Majesty's navy residing in Campbell-place, St. George's-in-the-East, had been ill for a long time with a distressing cough, accompanied with much expectation, great weakness in the chest, and continual headaches; besides this, her digestion was greatly impaired, her appetite completely gone, and she was unable to consider herself past cure; yet, notwithstanding her advanced age, she was restored to the highest state of health and vigour, by the use of Holloway's pills. She writes: "I feel more like a young girl than one of her years, being able to walk, and to take my usual exercise, and to go to the theatre, and to Professor Holloway's establishment, 244, Strand, London."

PRICES OF MINING SHARES.

Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
255	Andrew and Nangles	30	45	255	South Wheel Rose	2	3
1000	Barristown	40	22	255	St. Austell Consols	6	25
4000	Bedford	24	35	1000	Stray Park	4	21
125	Besore Lead Mine	10	12	9600	Tamar Consols	3	6
320	Birch Tor Tin Mine	10	12	6000	Tincroft	7	14
8000	Blancaton	50	40	256	Ting Tang	67	25
100	Botallack	175	400	128	Toburny	124	58
120	Brewer	10	16	1024	Trelawney Consols	14	1
10000	British Iron, New, regis.	10	10	5000	Trelegh Consols	6	3
128	Budnick Consols	10	21	256	Trenow Consols	10	170
100	Bwlch/Cwmertin	20	30	256	Trevelan	10	250
1000	Callington	20	20	120	Trevasky and Barrier	61	130
256	Carden Consols	45	55	128	Trevasay	10	30
256	Carden Copper Mine	94	10	128	Treveland	12	25
256	Carden Mines	44	36	4000	United Hills	5	44
256	Carden United	19	16	100	United Mines	300	800
256	Carden Wh. Hooper	12	8	128	West Basset	10	20
1000	Carn Area	15	130	256	West Caradon	20	340
114	Charlestown	240	20	128	West Cargill	2	15
320	Chyprae	20	20	512	West Fowey Consols	40	35
1900	Comb Martin	54	44	256	West Keweenaw Consols	4	94
128	Comst	10	10	256	West Keweenaw Consols	4	94
5000	Con. Trestle Mining Ass.	34	14	256	West Providence	10	10
128	Condurow	41	50	200	West Seton	10	50
2560	Cook's Kitchen	6	6	120	West Trevelan	5	37
1000	Copper Bottom	1	5	256	West United Hills	15	5
3200	Cornishian Lead Co.	3	1	256	West Wh. Friendship	3	10
124	Cosheen	44	25	3845	West Wheel Jewel	11	24
240	Craddock Moor	9	30	2560	West Wh. Maria	1	34
128	Crege Braws	120	60	2560	West Wh. Mitchell	1	10
500	Cubert Mine	10	20	256	West Wheel Sheppard	214	214
120	Devon & Courtney Con.	2	4	256	West Wheel Tolgus	12	12
100	Daurol	2	5	240	Westerlake	3	3
186	Dolcoath	80	80	6000	Wicklow Copper	5	124
10000	Darham County Coal	45	9	256	Wheel Albert	10	12
128	East Pool	5	40	128	Wheel Aoland	13	10
9000	East Tamar Consols	14	34	256	Wheel Allen	10	4
256	East Wheel Albert	1	3	368	Wheel Anderton	10	11
256	East Wheel Alfred	64	70	128	Wheel Ann	10	50
54	East Wheel Croft	450	450	256	Wheel Boscawen	38	9
256	East Wheel Killy	1	3	256	Wheel Byon	10	3
128	East Wheel Rose	50	1500	128	Wheel Catherine	54	10
128	East Wheel Seton	24	14	256	Wh. Cleveland	28	5
512	Fowey Consols	80	80	68	Wheel Clifford	10	450
20000	Galvanised Iron Co.	10	10	1024	Wheel Concord	34	34
10000	Gen. Mining Co. for Ire.	4	10	256	Wheel Fowey	3	16
1000	Godolphin	19	125	384	Wheel Franco	22	42
128	Gover	23	200	256	Wheel Gill	17	25
244	Grambler & St. Aubyn	28	28	1000	Wheel Harriet	1	5
1000	Great Consols	1000	1000	128	Wheel Henry	1	5
256	Great Caledonia	12	12	109	Wheel Hope (Zemmer)	23	25
2560	Great Mitchell Consols	2	2	256	Wheel Hope	7	14
100	Grugon	5	20	256	Wheel Jane	6	35
100	Gunn Lake	14	3	256	Wheel Kendall	114	5
128	Hallenbeagle	50	50	1024	Wheel Maria	1	700
1000	Hanson	5	3	4000	Wheel Martha Consols	4	4
1000	Harrowbarrow Old Mine	24	3	256	Wh. Mary Ann	5	75
1000	Harrowbarrow Consols	2	2	1024	Wh. Mary (Calstock)	24	14
800	Hawthorn	3	64	256	Wheel Mary Consols	15	14
2000	Heaton Down Con.	9	13	256	Wh. Mexico	3	6
256	Heronfoot	9	13	256	Wheel Norris	9	10
10000	Hibberd	124	1	128	Wheel Penrose	10	5
1000	Holmshush	14	25	128	Wheel Pollard	94	30
256	Ivy Tor	18	24	128	Wheel Prospect	4	9
1200	Kirkcubrightshire	14	3	128	Wheel Providence	4	1
2048	Lamerhoe Wh. Maria	24	6	128	Wheel Reeth	1	60
128	Lanarth & Penstruthal	150	150	256	Wheel Robins	13	5
2048	Lanarth Consols	2	54	128	Wheel Rose	40	20
200	Larkhales	1	2	256	Wheel Salisbury	13	5
100	Levan	150	150	512	Wheel Sarah	21	5
1000	Lewis	12	3	99	Wheel Seton	150	840
128	Ludoc	3	3	256	Wheel Sisters	25	50
2800	Marke Valley	10	34	128	Wheel St. Cleer	21	35
20000	Mining Co. of Ireland	7	124	256	Wheel Trelawny	72	370
1000	Nant-Ar-Nelle	2	24	256	Wheel Trevenna	34	4
200	Nanterrow Consols	164	14	256	Wheel Trevennan	10	10
128	New East Crowndale	74	74	128	Wheel Venland	124	20
128	North Fowey Consols	10	15	256	Wheel Victoria	2	6
1000	North Pool	10	15	127	Wheel Virgin	20	20
700	North Rose	104	440	1024	Wheel Walter	24	4
256	North Freaburg	24	4	256	Wheel Williams	4	10
100	North United	41	20				
128	North Wh. Providence	24	10				
256	North Wheel Rose	264	35				
15000	Northern Coal Co.	23	2				
600	Old Delabole Slate Co.	25	45				
128	Par Consols	500	500				
256	Penhalow Moor	15	5				
128	Pen-y-Cain Mine	50	55				
520	Perran St. George Un.	13	20				
512	Plymouth Wh. Yeoland	14	34				
40000	Rhymney Iron	50	33				
256	Rose Consols	10	7				
1000	Rosewall Hill	1	3				
1024	Roscarrock	24	2				
2500	Silver Valley	2	24				
256	Sourth Consols	34	5				
428	South Caradon	11	40				
260	South St. George	94	16				
200	South Harvannah	23	25				
800	South Towan	10	14				
128	South Trelawney	84	17				
128	South Yeoland	164	284				
128	South Wh. Basset	200	200				
124	South Wh. Francis	100	100				
1034	South Wh. Maria	1	2				
10000	Southern & Western, Irish	1	2				

* * * We should feel greatly obliged by agents, or others interested, furnishing us with such corrections for our Share List as we may not have received through our usual channels of information—our object being to present as accurate a list of prices as can be obtained—to procure which, we solicit the aid of correspondents in general.

LATEST CURRENT PRICES OF METALS.

IRON—BARS.	Wales.	ton	£	s.	d.	COPPER—Ordin. sheets.	lb.	£	s.	d.
London	0	0	8	5	0	bottoms	0	0	0	11
Nail rods	0	0	10	0	0	Tin—Com. blocks.	cut.	0	0	12
Hoop (Slat.)	0	0	11	5	0	bars	0	0	0	13
Sheet	0	0	12	5	0	Refined	0	0	0	15
Bars	0	0	10	15	0	Strait's	3	18	3	19
Welsh gold-blatt	4	10	5	0	0	Banca	4	0	4	1
Foundry pig	0	0	3	6	0	TIN PLATES—Ch. IX.	0	0	17	0
Scotch pig	0	0	10	0	0	Coke, IX	0	0	1	0
Rails	0	0	10	0	0	IX	0	0	1	11
Russian, CCNDC	0	0	16	0	0	Lead—Sheet	£	0	20	0
PSI	0	0	16	0	0	Pig, refined	0	0	0	0
Gouriet	0	0	14	10	0	common	0	0	0	0
Archangel	0	0	13	12	6	Spanish, in bd.	0	0	10	0
Swedish, on the spot	0	0	11	10	0	American	0	0	10	0
Steel, flat	0	0	15	10	0	SPLETER—(Coke)	15	0	0	0
in bond	0	0	15	10	0	Zinc—(Sheet) in export	0	0	0	0
COPPER—Troy	0	0	92	0	0	QUICKSILVER	0	0	0	0
Tough cake	0	0	93	0	0	REFINED METAL	0	0	0	0
Best selected	0	0	96	0	0					

a Discount 24 per cent. b Net cash. c Discount 24 per cent. d Ditto. e In bags & 4-inch. f Discount 3 per cent. g Ditto 24 per cent. h Net cash. i In bond. j Discount 3 per cent. k Ditto 24 per cent. l Net cash. m Discount 1 per cent. n Discount 14 per cent. * For home use it is 324 per ton.

[From our Correspondent.]

IRON—Welsh and Staffordshire continue dull—bars in Wales have been sold at 84, with 51 per cent. discount. Scotch pigs have improved a little, and 554 per ton cash, for No. 1 at Glasgow, has been paid for a few parcels; buyers at 624. 6d.

COPPER AND LEAD—As per last week's Mining Journal.

ENGLISH TIN, has declined 3s. per cwt. this week, and may be expected to fall again shortly—the demand for both English and Foreign is but limited.

TIN PLATES are quiet—cokes being rather lower than last week.

In SPLETER, business has been done at 184. 10s. on the spot.

GLASGOW PIG-IRON TRADE.

APRIL 17.—During the week there have been few transactions among the dealers, and we have little alteration to notice in prices. We quote all No. 3, 64s. to 64s.; 3-5ths No. 1, and 2-5ths No. 3, 64s. to 65s.; and all No. 1, 66s. to 67s., cash, for iron to be delivered free on board. There is a good demand for the favourite shipping brands, which are scarce.—National.

APRIL 18.—The market has been quiet this week, and we have had few sales—several buyers of all No. 1, for shipment, have been desirous of purchasing. From the scarcity of this No., holders are not disposed to accept present rates, and but for the dull accounts from the south, we think the market here would improve. We quote the price of No. 3, 63s. to 64s.; 3-5ths No. 1, and 2-5ths No. 3, 64s. to 65s.; and all No. 1, 66s. to 67s. From the great quantities going into consumption and shipping, stocks are rapidly decreasing here, and some of the larger makers are also very lightly stocked, which is causing them to be firm holders.

THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending April 18, was 26,588; amount of money, £110 15s. 8d.

CONSUMPTION OF SMOKE.—The magistrates of Croydon dismissed a summons against the Croydon Company for using an engine, connected with the atmospheric apparatus, which did not consume its smoke. It was proved that the engine possessed all the modern improvements, and that the company had done all in their power to remedy the complaints against the smoke, but without success.

MINERAL RESOURCES OF AUSTRALIA.

The following are the present limits of the discovery of valuable minerals on the east side of St. Vincent's Gulf—viz. between 33 deg. 40 min. and 35 deg. 30 min. south latitude, and between 136 deg. 15 min. and 139 deg. 1 min. of east longitude. In almost every part of this extensive district, comprehending 7150 square miles, or 4,576,000 acres, indications and lodes of copper and a number of lodes of lead have been found. In some instances, such as the Burra Burra and Kapunda mines, the copper ores are of extraordinary richness, and in such immense abundance, that very experienced miners from Cornwall, Wales, and Germany, of whom there are now many in the province, have declared that they never heard of or saw anything to equal them. As the country has been very partially explored for minerals, probably one-hundredth part of the valuable mines are not known. This appears more plainly from the fact, that the Burra Burra Mine, nearly 100 miles north of Adelaide, and the Great Mount Barker Mine, 83 miles east by south of it, are in the same line of longitude, and the Kapunda Mine and the indications at Mr. Angus's special surveys are close upon that line. The Montacute Mines again are in another line of longitude; various indications have been found in different parts on the same line; and the Rapid Bay and Skillegole lodes are in a third line of longitude. We thus see traces of three distinct main lodes running north and south in a breadth of 55 miles; and if these main lines, so far as they can be traced on land, are carefully followed up, there is no doubt but the continuation of the lodes will be found along them.—South Australian, November 7.

Such has been the uninterrupted success of the operations at the Burra Burra Mines, that during the comparatively few days since they commenced working in good earnest, ores to the amount of 5000l. (half the cost of this moiety of the special survey) have been raised by the men employed on behalf of the association, some of whom are actually engaged in sinking a shaft in a seemingly unlimited mass of solid copper ore—54 shares are in request (for those who wish to buy and retain) at 30l. each, and only a few persons have lately been found willing to sell even at that amazing premium. But this is not all. The presence of cobalt has been ascertained at the Glen Osmond Mines, and it is to be hoped that the early transmission to England of some quantity of a mineral so valuable, and singularly useful in art and manufacture, will greatly add to our colonial renown. Among the lesser mineral discoveries of the day is one of garnet at Glen Osmond—the specimen accidentally found there by a lady is of about half the size of a pigeon's egg, and remarkably brilliant.—South Australian Register.

RAILWAY REFORM.

This day (Saturday, the 25th inst.) is published, price 1s., RAILWAY REFORM, AND THE RIGHTS OF SHAREHOLDERS AND THE PUBLIC IN THE RAILWAY HIGHWAYS OF THE UNITED KINGDOM. By J. TROUP, Esq. Pelham Richardson, 23, Cornhill.

LAMERHOE WHEEL MARIA COPPER MINE.

ROSCAROCK SILVER-LEAD MINE:
WHEEL MARY SILVER AND COPPER MINE:
WHEEL WALTER COPPER AND LEAD MINE:
WHEEL CONCORD LEAD AND COPPER MINE:
WHEEL BRAY COPPER MINE:
WHEEL WEEKS COPPER MINE:
WHEEL KELLY LEAD AND COPPER MINE:
WHEEL BRADSTONE LEAD AND COPPER MINE:
WHEEL DUNTERTON COPPER MINE:
COSHEEN COPPER MINE, county of Cork, Ireland.

THE BUSINESS OF THE ABOVE MINES IS NOW CONDUCTED AT NO. 4, KING-STREET, CHEAPSIDE, where specimens may be seen, and all particulars obtained. Dated March 21, 1846. JAMES CROFTS, Secretary.

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST IN CORNISH AND FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 20 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence. Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London.

MINING OFFICES, REMOVED FROM 16, CORNHILL, to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDINICK (of Cornwall), having established PRACTICAL AGENTS AND CORRESPONDENTS in every MINING DISTRICT, whereby he obtains early and accurate information respecting MINES, proffers his services to capitalists and adventurers in the PURCHASE AND DISPOSAL OF SHARES.

COPPER ORES.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wh. Maria	116	£3 18 6	Tresavann	123	£3 19 6
ditto	114	6 11 6	ditto	77	6 1 6
ditto	111	6 13 6	ditto	69	5 12 6
ditto	108	5 18 6	ditto	54	3 6 0
ditto	107	6 2 0	ditto	49	2 4 0
ditto	104	8 0 0	ditto	46	2 11 0
ditto	102	6 19 6	ditto	43	3 5 0
ditto	100	6 13 6	Fowey Consols	112	5 2 0
ditto	97	4 11 0	ditto	110	5 9 6
ditto	92	7 16 0	ditto	108	5 9 6
ditto	75	10 1 0	Marke Valley	106	2 17 0
ditto	74	6 2 0	ditto	100	2 17 0
ditto	73	8 11 0	West Wh. Jewel	74	4 4 6
ditto	62	8 16 6	ditto	50	2 12 6
ditto	58	7 12 6	ditto	42	3 3 0
ditto	37	7 8 0	ditto	37	6

but one opinion can be entertained, and which we should be sorry to anticipate. We trust, explanations may yet be afforded—while we can only regret the opportunity was not availed of at the meeting held on Tuesday last, of at once meeting the charges, and, if possible—assuming them to be correct—then of defending the course pursued. It is not even now too late; and we are sorry the chairman, should not have allowed the party mainly inculpated at least to answer for himself, if he could not for others. However, it is quite clear that this is only the commencement of the battle; what will be the result, remains yet to be seen.

In another column will be found some further remarks from a correspondent, whose previous communication was inserted in the Journal of the 4th inst., on the position of the holders of unstamped shares in the National Brazilian Association. In consequence of the recent discoveries at the Cocas Mine, which hold out to the adventurers the prospect at length of reaping some return for their outlay, and long dormant capital, claims are now being made by the holders of shares, which, under resolutions passed in 1840, became absolutely void and forfeited, in consequence of the refusal or neglect of the holders to take up a 12½ share on every eight shares held by them—the full particulars of which are given in the communication above alluded to. It does appear to us that, in the then destitute state of the funds of the company, and the all but desperate position in which the property in the Brazils was placed, that the directors could not have adopted a plan more likely to conduce to the interests of the association than that which was acted upon, and supported, as they were, by a large majority of the shareholders, we cannot see how the holders of the unstamped shares can in reason claim that which has been solely achieved by the capital, the patience, and the perseverance of the larger number of the adventurers, who were determined to try the mine to the latest possible moment, and whose determination and apparent additional sacrifice will now be most probably richly rewarded. Whatever our own opinions may be on the subject, it is but justice to hear both sides of the question, and, as we have before stated, we shall willingly devote space in our columns for communications both from the "stamped" and "unstamped."

We have, on various occasions, referred to the mineral resources in Algeria, and, in the Journal of the 28th ult., endeavoured to show the advances made, and the mineral position of the colony to that period. The Government are striving hard for the encouragement of mining enterprise, by offering great facilities to the adventurers willing to embark their capital in the working of the mines. That Algeria possesses extensive tracts of mineral wealth there is little doubt; but, from the absence of sufficient fuel of any description for smelting purposes, the only chance of the possibility of working them with profit is, that the ores are sufficiently rich to pay for exportation. The colony possesses in abundance potter's clay, gypsum, flint, lime, marble, building stone, nitrous deposits, with warm and saline springs, in addition to the mines of iron, copper, and lead, which have been partially worked; and, notwithstanding the absence of coal, it is probable, on the increase of population from immigration, and the real capabilities of the colony becoming better understood, with regard to the advantages of its geographical position, &c., that these minerals will be made to yield good returns, either by their exportation, or by the importation of coal, for the purpose of smelting them on the spot, whichever may be found most advantageous. The rock of Rio, in the Island of Elba—the iron mines of which employ 200 workmen, and six blast furnaces supplied with wood—has been hitherto considered the finest ore in Europe, next to those of Sweden and Norway; it is an oxide of iron (oligiste) easily reduced, and produces a very pure metal. The cast-iron of the furnaces of the Grand Duke, at Cecina, San Leopoldo, and Vulpiana, in Tuscany, are much sought for in the market of Lyons by manufacturers of iron plates; that of Solenzara, in Corsica, is of the same quality, and would have enjoyed the same reputation had it not been for certain commercial circumstances. The African ore is also an oxide of iron, and of still higher value than that of Elba; and, but for the difficulties in the smelting before noticed, would be of great value from the ready market the metal from it would obtain. According to the return made by the Minister of Public Works, in 1845, and from a memoir of M. L. PLAX, Engineer of Mines, on the fabrication of steel in Yorkshire, the consumption of steel-iron in England was 20,500 tons—while in France, it was only 3770 tons, of which one-third was imported from Sweden and the north of Europe—say, 1266 tons; and, from a calculation by M. JULES FRANÇOIS, the consumption of cemented iron for steel in France, was as follows—viz.:

	1841.	1843.
From the Pyrenees	2430	3165
" North of Europe	700	1600
" Various parts of France	300	748
	Tons 3430	Tons 5513

It may, therefore, be reasonably anticipated, that 2000 tons of steel iron will be consumed from Algeria, as soon as the most economical method of working the mines is discovered and acted upon. The quantity of fuel to produce these 2000 tons of metal depends upon the system adopted,—but taking the furnaces of the Pyrenees as a guide, we find that the blast furnace and the refinery together take 600 lbs. of coal to produce 2 cwts. of metal, which gives about 5300 tons for the 2000 tons of steel iron. Some of the ores on the borders of the coast have been analysed by M. BERTHIER, and gave 65 per cent. of metal—viz., peroxide of iron, 88.50; protoxide, 9.50; oxide of manganese, 0.80; earthy matters, 1.20—total, 100 parts. This rich ore is found in the environs of Bona, Milianah, Ouan, and Sahel; and near Mouzaïs and Tenes, is found a spathose iron (a carbonate), yielding 30 per cent., and which description of ore is found to work very economically, when it can be smelted on the spot—for instance, at a factory at Allervard in France, they obtain cast iron of a superior quality from spathose ore, which combines hardness with flexibility, and is almost exclusively employed in casting the cannon for the navy. It is calculated, in some of the French journals, that in a few years hence, Algeria will be enabled to produce to the following extent, viz.:

Ores—	Oxide of iron	100,000 tons, at 24s. per ton.
	Sulphuret of copper	12,000 " at 4l. "
	Steel Iron	2,000 " at 24s. "
METAL—	Cast metal—wood	10,000 " at 9l. 12s. 6d.
	" —coke	25,000 " at 7l. 4s. 2d.

and other produce, to the extent of half a million annually.

It may perchance be in the recollection of some of our readers, that a company was formed, some 12 or 15 years back, for the purpose of working gold mines in the United States, under the title of the Union Gold Mining Company. Bright prospects were held out by the projectors, which, however, the mines themselves repudiated, as all matters and things connected with America, to be consistent, should do, excepting always the Oregon territory; and hence the produce, we find, was a compact, ponderous, friable quartz, minus gold. The only smelting, or reducing operations, which we are informed were ever undertaken by the company, being that of the deposits and instalments of the shareholders, from which the only residuum was drawn, with the exception of a dividend out of the capital declared at the meeting held on Thursday, and referred to in another column, of 2s. 6d. per share. It would appear, that unfortunately those on whom the management devolved, were imperfect or inadequate to the task they had undertaken, or that they had allowed themselves to be "done" by their trans-Atlantic friends. However, it is only

right to say that, on the formation of the company, some pretty "prills" were shown, and, at the time, fair promise held out, and sanguine expectations entertained; but, alas! such were never realised by results. We do not regret this; for it is, at all times, far more gratifying to us to report on mining operations in the old country, even if attended with loss—as in such case the money is spent at home, and affords employment to our miners and labourers, not to advert to the indirect advantages which naturally attend such expenditure—while, we need hardly observe, that the payment of dividends even on mining enterprise, cannot well be expected to be entertained on the other side, as the Pennsylvania authority and precedent is too generally adhered to, and observed in, matters connected with monetary operations.

[FROM A CORRESPONDENT.]

In the prosecution of all great commercial undertakings, there is necessarily an amount of risk, commensurate with the advantages sought to be realised, and the capital invested; and this remark applies with increased force to cases of mining speculation. With this undisputed axiom before them, 'twere well if parties entering into undertakings of the above nature would weigh well the liabilities to which they may become subject—prepare themselves for whatever results may arise, from the most untoward circumstances—and thus, while they would be prepared for any unforeseen calamity, whatever advantages might arise would be received with twofold satisfaction. Some of the holders of unstamped shares in the Mocaubas and Cocas Mines appear to be among those who, without counting the cost, rashly enter into speculation, but who, when a reverse of fortune happens, and the golden dream appears to be over,—when endeavours are made by the majority still to support the decaying structure, and by a further advance of capital, and application of fresh energies and perseverance, restore the undertaking to the best position possible—stand aloof, and tacitly disavow all further connection with it, until an unexpectedly fortunate result appears in sight, when they immediately press forward with a claim for a share of that in the production of which they had neither part or lot. For years previous to 1840, the above mines had been totally unproductive, the funds of the company were entirely exhausted, and nothing was left but the prospect of giving up, not only the mines, but plant, machinery, and everything on them, and connected with their working, without one farthing payment. Under these circumstances, a number of the shareholders, with the directors, still in hopes of some fortunate discovery, took immediate measures for ascertaining the opinion of the majority, as to the raising of further capital, rather than submit to so tremendous a sacrifice; and it was resolved, that 12½ on every eight shares should be advanced, receipt for which should be stamped on the original shares,—and that, as all the previous capital had been swallowed up, as little more of the company remained but the name, and as it was on this new capital that all hope for the future must depend, all shares which, after a certain time, remained unstamped could no longer be recognised. Full three-fourths of the proprietary entered into this new arrangement, subscribing the necessary funds amounting to about 13,000*l.*, and which, by judicious management, has kept the company afloat, until at length a discovery has been made, which promises to make some return for the loss, suspense, and disappointment hitherto incurred. Among the holders of the "unstamped," who now urge their claims to participation in the proceeds of the mine, of course various reasons are given for not having acceded to the proposition for raising a new capital at the period alluded to—some, as appears from a writer in the Journal of the 11th instant, attributing it to inability; others would, no doubt, plead entire ignorance of the whole proceeding at the time; and some, perhaps, will attempt to stand on what they may term their "right," and say, they were ready to fulfil all the conditions required by the original deed, and subscribed on the back of scrip. Whatever may be the reasons urged, they can be of no avail—they had the opportunity of rowing in the same boat with those who are now likely to reap the reward of their risk, which (from whatever reasons matters not) they failed to avail themselves of.

An official return has just been made of the aggregate amount paid to the account of the ACCOUNTANT-GENERAL in Chancery, during the last session of Parliament, on account of railway companies—from which it appears, that the amount of deposits paid was 3,444,306*l.* 5s., of this sum there was invested in stock 56,200*l.* in the purchase of 56,818*l.* 3s. 8d. 3*l.* per cent. consols, and 812,891*l.* 18s. 10d. in 777,100*l.* Exchequer bills—of which amount 494,400*l.* have been delivered out to parties by order of the court. The whole amount charged as commission, on the purchase of the above securities, was 459*l.* 11s. 6d.—of which sum 275*l.* 14s. 10d. was received by the ACCOUNTANT-GENERAL, and 183*l.* 16s. 7d. by his broker. The aggregate amount paid to the account of the ACCOUNTANT-GENERAL in Ireland, and of the REMEMBRANCE of the Court of Exchequer, in Scotland—neither of which were invested in stock or Exchequer bills, and, consequently, no commission charged—was, Ireland, 373,812*l.* 10s.; Scotland, 180,763*l.* 15s.—making, with the above, 812,891*l.* 18s. 10d. in England: a total of 1,367,468*l.* 3s. 10s. paid as deposits on railway bills in the last session of Parliament.

At a moment when considerable excitement pervades the public mind, with reference to railway undertakings, the frequent instances recorded of accidents will, doubtless, attract the attention of the Legislature; and while protection is afforded to parties, so far as their pecuniary interests are concerned, it is to be hoped that the security of life will not be considered of less importance, or undeserving the attention of our legislators. The letter of a correspondent, which appears in our columns of to-day, with reference to the accident on the Brandley Junction Railway, deserves the strictest attention—as, from the statements therein made, it would appear that much neglect exists on the part of the authorities, who are invested with the power to report on accidents of this fatal nature, and so far as is practicable, to prevent their recurrence. A similar instance having occurred at the same spot only some few months since, the case referred to calls loudly for inquiry,—and which, we doubt not, will, on proper representation, be readily instituted.

ATMOSPHERIC RAILWAYS.—(From a Correspondent).—As regards the cost of working upon the Dalkey Line, according to the report, the proportions are as 10*l.* is to 13*l.*, in favour of the atmospheric tractive power, including, of course, the maintenance of way. The cost upon the Croydon Atmospheric Line, for haulage and maintenance, during the present year (with heavier weights per train), are considerably below the cost of the corresponding items, during the last year, upon the locomotive line of equal length; and even this result is, by no means, a fair criterion as to its capability, when the system shall have been matured, and passed out of its present transition state. The number of trains at work are 32 daily, which are advertised to be increased to forty—that is, 20 each way. The average number of carriages is 8½ to 9 per train, and the usual time thirty-two to thirty-five minutes for the 10½ miles. By the express trains a maximum speed is obtained over the atmospheric portion of 60, and sometimes of 70 miles, per hour!

DIRECT LONDON AND MANCHESTER RAILWAY (REMINGTON'S).—A bill has been filed by Mr. R. H. Wilson, on behalf of himself and other shareholders in this company, against the Hon. Leicester Stanhope, and the others of the provisional committee, to compel them to give an account of all monies received and paid by them, and to divide the residue. To this bill the defendants demurred, which demurrer was overruled by Sir J. K. Bruce, without prejudice to any question in the cause, the costs reserved, and the defendants to have six weeks' time to answer.

RAILWAY TRAFFIC.—From our official returns, it appears that the amount of traffic for the last week, on nearly 1800 miles of railway, was 128,197*l.*, thus accounted for:—78,787*l.* for the conveyance of passengers only, 31,797*l.* for the carriage of goods, and a remainder of 22,613*l.* for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 24,022*l.*—*Railway Chronicle.*

Original Correspondence.

MR. MULOCK'S SUGGESTED RELIEF FOR THE EXISTING RAILWAY DIFFICULTIES.

SIR.—In addition to my letter on this subject, which appeared in your last publication, I beg leave to furnish you with a *formula* of resolutions, which, I think, might be adopted with propriety and advantage at meetings of parties interested in railway responsibilities.

1. That all parties interested in the projects of provisionally registered companies for railway purposes, should concur in calling upon the acting committees to furnish a report, containing explicit information regarding the origin, management, and present position, of their respective undertakings; together with the minutest details of receipt and expenditure, and stating the balance (if any) in hand applicable to the project, if its public utility be demonstrated.

2. That earnest and respectful petitions should be presented to both Houses of Parliament, praying them not to grant any legislative furtherance to the proceedings of provisional committees, who shall not have prepared and published reports containing the information now sought for.

I venture to predict, that these suggestions, if acted upon, would meet the present wide-spread perplexities growing out of extravagant railway speculation. The originators of these projects would be constrained to divulge their craftily-kept secrets—real responsibility would be brought home to delinquent parties, and a conclusive check would be given to hundreds of schemes, which never had the slightest claim to public support, or Parliamentary sanction.—THOMAS MULOCK: London, April 21.

IMPORTANT CAUTION TO "WINDING-UP" COMMITTEES OF JOINT-STOCK COMPANIES.

SIR.—In the public journals there appear numerous advertisements notifying the intended abandonment of many railway projects, and also declaring the determination of managing committees to forthwith return to the scripholders a certain or undefined sum per share.

With the wisdom or impolicy of terminating these schemes, I do not mean to meddle, as I take for granted that the parties interested have the best knowledge of their own affairs, but I avail myself of this opportunity to warn all managing committees of the deep responsibilities they will probably incur by pledging themselves to return any portion of deposits to scripholders who were not original subscribers to the railway undertaking. On referring to the Act 7 and 8 Vict., cap. 110, sec. 26 (latter part), it will be seen as clear as the noon-day, that after November 2, 1844, no subscribers, or persons claiming to be entitled to any share in any joint-stock company, could lawfully dispose by sale or mortgage of such share, or of any interest therein, until the company had obtained complete registration. It is true, that one decision in the Court of Exchequer seems to countenance the conclusion, that the traffic in shares issued by "provisionally registered railway companies" did not fall under the penal provisions of the Joint-Stock Companies Act; but with all respect for the tribunal adverted to, their decision was palpably wrong, and will sooner or later be overruled. The judges did not sufficiently consider, that nothing short of a special Act can constitute a railway company, and that all associations for promoting railway projects are merely joint-stock companies until they acquire the sanction of Parliament. Being, therefore, joint-stock companies, their shares could not lawfully be transferred by the original, subscribing holders—who are still responsible parties, even though they have long since gambled away their scrip on the Stock Exchange.

This will soon become a very serious subject—countless speculators are now busily engaged in buying up scrip at panic prices, with the view of fingering the deposits presumed forthcoming from the remaining funds of closing committees. But I venture to assure all such committees, that if they return a farthing of deposit, save to the original subscribers, they will rue their heedless credulity. Why, Sir, every man who entered into a contract for the sale of scrip, rendered himself liable to a penalty of 10*l.* and his bargain is void. And these are the scripholders whom Sir R. Peel would fain consider as the proper parties to decide the destiny of all railway projects.—THOMAS MULOCK: April 23.

RAILWAY ACCIDENTS.

SIR.—"One of the Public" does not, without reason, ask the question—Why are we to be exposed to the continual occurrence of frightful and disgraceful accidents upon railways? We are thus daily exposed, in order that the emoluments of shareholders may, by an economical and dangerous method of railway construction, be secured in the shortest possible space of time, and with the least possible amount of expenditure—economy being the primary, and safety the secondary consideration: that is, the utmost degree of safety is studied, which is consistent with the outlay which has been deemed sufficient by the board of directors—who, knowing nothing of the details of the undertaking in which they are about to embark, commit all to the care of some eminent engineer, to whom, in the fulness of helpless ignorance, or fancied ignorance, they at once yield up their money and their common sense, fondly imagining that this glorious being, who deigns to permit them to style him as *their* engineer, and who gives up to them a few of his most precious hours, can best direct them how to achieve the object they have in view. The engineer informs them, that he has carefully surveyed their line; and how has he effected this great preliminary step? Why, by galloping in a chaise and four, from town to town, as near as possible to the course of the intended line—timing the post-boys, watch in hand, and stimulating their exertions by a reward held out in case they should do the stage within a certain number of minutes; whilst all this frantic haste has for its object, the purpose of enabling the engineer to make his report in time to attend some other railway meeting, and survey, in like manner, another line, and, of course, pocket another fee.

Our safety is compromised, that the conceit and bigotted arrogance of railway engineers may be ministered to—men who have learnt by rote the methods by which railways are at present constructed, and who do not possess any desire, even if they have the ability, to comprehend or appreciate any improvement or innovation upon their narrow-minded, wretched system, to whose manifest imperfections they are blinded by their excess of pride, and by the adulation of their deluded employers. The whole fraternity of railway engineers, from Mr. Brunel downwards, cannot advance a single argument in favour either of their present system of laying railways, or of their method of forming and applying the wheels and rails to each other. I know not what may be the feelings of pride and satisfaction with which these railway magnates traverse the lines, which they have directed to be laid down; but I should imagine, that the serpentine oscillations, and perilous joltings, experienced by them, when travelling by express trains, would be sufficient to convince them, that there is yet room for improvement. The contemptible bits of deal board which are thrust under the rails, between the latter, and the stewed sticks, called "kyanised sleepers," might be advantageously replaced by sheets of brown paper, or defunct Acts of Parliament. A real existing Act of Parliament abolishing wood, and substituting cast iron for the basis of railway construction, and insisting upon the universal adoption of convex rails and concave wheel tyres, would do more to insure absolute safety than all the inquiries of General Pasley into the causes of railway accidents.

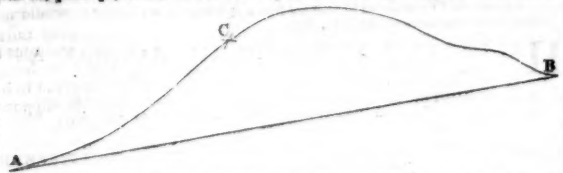
It is a poor consolation to a man who has had half-a-dozen ribs punched into his stomach, to learn afterwards that it was quite by accident, and that no blame can attach to the directors or engineer, or to hear that the disaster arose from the sinking of a sleeper, or from some truck not being heavy enough to keep its place upon the rails, under the execrable jolting to which, from inefficient construction of the railway, it had been subjected. The system is a disgrace to the engineers, by whom it is carried into operation, and doubly a disgrace to the Government, by whom the public safety is thus permitted to be endangered. ROBT. MUSKET. Coleford, April 20.

RAILWAY ACCIDENTS—THEIR PREVENTION CONSIDERED.

SIR.—On perusing the account of the coroner's inquest on the unfortunate woman whose death was caused by the injuries inflicted by the late melancholy accident—the running of the locomotive off the Brandling Junction Railway, and falling on the roof of a building, which it destroyed, as well as inflicting serious injuries on more than one, but who have happily escaped with life—I have been much disappointed in finding that no cause, at least so it is said, can be assigned for the accident. In vain was Mr. F. E. Harrison, the engineer to the line, questioned on the subject, evincing a degree of ignorance, or wilful misrepresentation or concealment, which I regret to find displayed, although he doubtless felt that he had not only incurred a high responsibility in his official position, but, moreover, was bound to consult the interests of his employers. All the light thrown by this gentleman on the matter was, that two of the rails on the left side (or outer rail of the curve), were bent outwards to the extent of three-quarters of an inch, and the chairs broken at the point where the rail was found to be bent. Although I cannot place myself in juxtaposition with this

celebrated engineer, who, it would appear, knows nothing, or next to nothing—for he could not even make a guess—yet I think it must be admitted that pretty conclusive evidence is afforded, that the direct cause of the accident was the outer rail not being of sufficient strength to resist the violent action of the flange of the wheels as they "ground" against its edge during the resistance offered to the force necessarily attendant on the action caused in passing round the curve. Mr. Harrison, it is true, stated that the curve was not a great one—many railways having been constructed under powers obtained from the Legislature in the last session, with curves only one-quarter the radius of the one, where the accident occurred. Now, I must say, that this appears to me to offer no palliation, nor is it, that because other curves, far more dangerous, have been sanctioned by Parliament, that the culpability of the engineer, or the powers that are, is in any degree lessened.

It is right I should here mention the peculiar nature of this piece of road, where the curve, or rather a succession of curves, takes place, and which will be, perhaps, better understood by the following diagram:—A and B



represent the two points where the rails diverge from a straight line, and C the point where the accident occurred. The length of line, assuming the two points A and B direct, would be 63 chains; while, by forming the curve, it is increased to 69 chains—the very formation of which is, however, sufficient to convey an idea of the cause to which the accident may be said to be attributable. Indeed, in the approach to the station at South Shields by this succession of curves, while no impediment existed to prevent a directly straight line being formed—thus lessening the distance, and at the same time avoiding the dangers attendant upon the adopted curved line—a question would naturally arise, why such should have been adopted, without some private or sinister motive influenced the projectors or their engineer? This is a point which appears to me so shrouded in mystery, that, if strictly inquired into, I apprehend that the exposition would not tell well for the credit of some of the parties concerned. It was only in August last, that an accident of a similar nature to the present occurred—the engine on such occasion having gone off the line within a few yards of the same spot, and then entered, or passed through, the house immediately adjoining that to which public attention is now more immediately directed. Such being the case, I think it high time that General Pasley, or some one or other of the Government railway authorities, should interfere; and, in which case, I cannot doubt for a moment but that the line will be reported "highly dangerous," and that a recommendation at least would be made for the line to be altered, and that a straight course be taken; while it may be a matter for consideration, whether the rails may not be laid on some more scientific principle—say, for instance, that put forward as the geometrical line, the papers on which, inserted from time to time in your valuable columns, have been read by me with much interest, although I am not aware that it has ever been adopted on a working scale. Indeed, it appears to me, that with this second accident, doubtless arising from the same cause, but without any explanation being afforded by the engineer, it behoves the Government, in investigating the cause to which the accident is to be attributed, to ascertain what is the effect likely to arise from curves of this nature, as they have attempted to do with the different gauges—and, moreover, afford greater security of life, by the adoption of any other principle, which may be formed, so as to afford greater security to the lives of the passengers.

South Shields, April 22. A FREQUENT TRAVELLER BY RAIL.

THE COPPER MINERS' COMPANY.

Sir,—With that laudable anxiety which I have found you ever to display in exposing abuses, and directing the attention of capitalists to matters relating to mine adventures, and more particularly when I recur to those many remarks which have appeared in your pages, as regards the acts of smelters; or rather, perhaps I should say, the monopoly which exists, and thereby precludes us judging—I must confess that your silence on a late occasion has not only surprised me, but would lead your readers to believe that you are one of the "league." You give us, Sir, in your last Number, that which I dare say is a fair report of the proceedings of the Miners' Company, and we are indebted to you for it, as I believe you are the only organ through which such information is conveyed; but, surely, Sir, however correct your reporter may have been in telling us the nature of the proceedings, you have, I beg most respectfully to say, omitted the observance of that duty, which I think you have imposed on yourself, as Editor—the watchfulness of the proceedings of these smelters, which I have always considered you ready to promulgate for the public good. Now, Sir, as to the shareholders getting 5 per cent. for their money, and borrowing at 7½ per cent.—with that I have nothing to do: no doubt they are able financiers, and I only wish that all the smelters were obliged to do the same thing; but that to which I wish to draw your attention, is just simply this—no accounts were produced, and wherefore? Why, because, says the chairman, the company has rivals (who are their confederates in fact), and because they are not a banking company. Can anything be more futile (futile I acknowledge it is) than this? Pray, have we not the British Iron Company, the Blaenavon, and the Rhymney Companies, who furnish their accounts, and yet they have hundreds of competitors? No, Sir, the truth is simply this—the Miners' Company have amalgamated their interests with Williams', Vivian's, Grenfell's, and the rest—and they are afraid to let the poor miner know what is their profits. Will Mr. A. L. Gower say, that they only make 5 per cent. upon the smelting of copper ores, or will he show us an account of what they make on that branch, what on the manufacture of tin plates, what on iron, and what on coal? Will he also tell us what is the cost at Port Talbot, and what that of the management? I am sorry the shareholders should be so hoodwinked; there is, it would appear, at least one good-hearted man amongst them, who has a notion of what is not only just but fair; and I am sorry that the governor (a proper term) should have felt it his duty to decline giving the information required. My advice to all parties is, not to lend their money till they know whether the company is in a position to meet their obligations; when this is told, we shall then know how we are worked.

New Broad-street, April 21.

A MINER.

THE IRON TRADE IN FRANCE AND BELGIUM.—The last accounts from St. Dizier state, that the manufacturers of white cast metal had none on hand, and they ask to deliver it at a long date, at the price of 7l. 8s. 4d., at St. Dizier. A very extensive sale was entered into at that price, to be accomplished between November, 1846, to July, 1847. All the proprietors of flattening machines, connected with that town, having laid in their stock for the year, there is very little doubt that cast-iron metal will keep up its present price, as the consumers of it themselves have announced that intention, which in no ways gives offence to the manufacturers. Another cause, which will necessarily prevent any decline in price, is, that the flattening forges of Boulogne are going to be put in full work, and they are now erecting others in the vicinity, besides an extensive establishment at Euvrille, which, there is very little doubt, will consume a great quantity. Other projects are in progress, and will soon be carried out. All the high furnaces, that have been for a long time out of fire, will be put in full blast as soon as they can get in their supplies of coal; others are being constructed, and will soon be in full operation. On the whole, the iron and white cast metal trade in France is greatly improving, as the iron and forge-masters are afraid of the competition that is developing itself on the part of the English and Belgian ironmasters, who can supply the markets at a lower price than they can produce it to any advantage, in consequence of the exorbitant rate of fuel, whether coal, charcoal, or wood, and the carriage expenses, which absorb all profit.—At the last meeting of the forge-masters of Belgium, it was decided, that the price of rails should be increased by 1s. 6d. per 2 cwt., making it 1l. 6s. The greatest activity prevails in all the iron districts throughout Belgium; and several furnaces that had only been half working are now in full blast, and others will soon be in fire—as there is a great competition existing among the ironmasters, who shall enter into the most extensive contracts at the lowest rates.

COPPER ORE IN THE NORTH OF AYRESHIRE.—Copper ore, of splendid quality, producing from 30 to 75 per cent., has been lately discovered in the property of Mr. Paton of Swinlee. The lode appears at present about 2 ft. wide; and from the opinion of several Cornish miners, who have examined it, it presents a very promising appearance; the locality is also exceedingly favourable.

Transactions of Scientific Bodies

MEETINGS DURING THE ENSUING WEEK.

Society.	Address.	Day.	Hour.
Asiatic	14, Grafton-street	Saturday	2 P.M.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Westminster Medical	32, Sackville-street	Saturday	8 P.M.
Geographical	33, Waterloo-place	Monday	8 P.M.
Medical and Chirurgical	53, Berners-street	Tuesday	8 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Zoological	11, Hanover-square	Tuesday	8 P.M.
Syro-Egyptian	71, Mortimer-st. Cav.-sq.	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
London Institution	Finsbury-circus	Thursday	12 P.M.
Royal	Somerset-house	Thursday	8 P.M.
Antiquaries	Somerset-house	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Botanical	20, Bedford-st., Cav.-gar.	Friday	8 P.M.

GEOLOGICAL SOCIETY.

MARCH 25.—The President (Mr. HONER) in the chair.

The following communications were read: "On the Geology of the Falkland Islands," by C. Darwin, Esq., F.R.S. The author stated that the low land of these islands consists of clay slate, containing subordinate layers of sandstone, and that the slate occasionally, though very rarely, and the sandstone more commonly, give indication of fossils. The result of the examination of these fossils by Mr. Morris and Mr. Sharpe, proves the existence of paleozoic forms in the south, singularly resembling, though not identical with, those of the northern hemisphere. The exact position among paleozoic strata which the Falkland Island slates occupy, it still appears difficult to determine. The slaty and fossiliferous beds of these islands are broken by numerous east and west ranges of stratified quartz, attaining sometimes the height of 2500 feet. This rock seems occasionally to form a kind of breccia or conglomerate, but the slate passes insensibly into it. The author then proceeded to describe in detail some very remarkable instances of contortion and disturbance that he had observed in these quartz beds.

A paper was next read, "On the Coal Fields of Alabama," by Charles Lyell, Esq., F.R.S. The author, in this paper, announced the fact, that the great Appalachian coal field of North America extends southwards as far as lat. 33 deg. 10 min., where it is covered up with beds of the cretaceous period. The coal is worked in open quarries at Tuscaloosa, near the centre of Alabama, and is there associated with carbonaceous shales, containing many fossil vegetable remains, recognised as of the same species as those found in the mines of Ohio and Pennsylvania. The strike of these coal beds is N.E. and S.W. The coal in this district appears to occupy the highest place in the carboniferous series of deposits, and with it occur white quartzose sandstone, and grits, reposing on shales and clays containing seams of coal of less value. These are of considerable thickness, and overlie a great deposit of quartzose grit, passing downwards into thinly laminated sandstones. Next succeeds a group of fossiliferous limestones, with chert, resting on another limestone, in which occurs what seems to be a bed of brown hematite of vast thickness. The Alabama coal fields may be considered as forming three basins, of which the most western is not less than 90 miles long, and from 10 to 30 miles across, and the eastern is of nearly as great extent. The third is to the north, and appears to be of smaller size.

APRIL 8.—A paper was read, "On the superficial Detritus of Sweden, and on the probable causes which have affected the surface of the Rocks in the Central and Southern portions of that Kingdom," by Sir R. L. Murchison, G.C.S., V.P.G.S. The author commenced, by stating the very remarkable appearance and character of the detritus in Sweden, and referred to his recent work on Russia, where the subject is discussed at some length. He then gave a full account of the appearances observed in the island of Gothland, and afterwards illustrated, by various examples, these two important propositions—viz., first, that there is a neat, clear, and absolute distinction between that rolled drift which has produced striae, and other phenomena considered glacial, and the great angular blocks of Scandinavia, which are distinctly superposed on the other drift, and not connected with the markings in question; and, secondly, that there are great fields of angular blocks, *in situ*, whose collocation may be explained by reference to the existing causes still producing analogous results on the banks of the Dwina and of Lake Onega, in Russia; so that, if we suppose this operation simply extended to a shallow and glacial sea, there will be no difficulty in accounting for even the most striking of the appearances in question. The author, in conclusion, expressed his conviction, that for the purpose of explaining the phenomena of drift, we must look to the action of water as of infinitely greater importance than that of ice, and stated that his opinion, derived from the study of erratic blocks and rolled drift in Scandinavia, harmonises well with the conclusions recently arrived at by Professors Owen and E. Forbes, from zoological and botanical considerations, and that very great changes must have taken place in the physical outlines of Northern Europe within a very recent geological epoch.

INSTITUTION OF CIVIL ENGINEERS.

APRIL 21.—The President (Sir JOHN KENNIE), in the chair.

The discussion was continued upon the improvement of rivers. Mr. Bald gave at great length his views on the works of the Clyde, and particularly drew attention to the tidal flow, that no obstructions should be given to it. He entered into considerable detail regarding the deepening and improving of the River Clyde, the number of shoals which had been cut through or dredged up, and the stone boulders which had been removed from the bed of the channel, between the years 1839 and 1845. Particular attention was drawn to the necessity of the removal of all obstacles which impeded the tidal flow from the ocean into the higher channel and recesses of the Clyde. Reference was made to the effect of similar works on British and foreign rivers, and also to the opinions given in the reports of the several engineers who had been consulted. He particularly drew attention to the restriction of the capacity of the channel on the north side of New Shott Isle, which he contended would have the effect of diminishing the tidal flow, and cause the present south channel to be silted up. The whole details were given of the plans adopted during the last six years, for deepening the Clyde from Port Glasgow to Glasgow Harbour. The observations concluded, with stating that in 1755, Smeaton found the Clyde on the Hunt Shott could only float vessels, drawing 3 ft. 3 in., up to Glasgow Harbour; while the present navigation had been so improved that ships, drawing 17 ft. 9 in. of water, sail up to Glasgow; and a case was mentioned of a ship, drawing 19 ft., having ascended the Clyde last summer.—The following paper was announced to be read at the meeting of April 28:—"On the Combustion of Fuel under Steam-Boilers, with a description of Bodmer's Firegrate," by J. G. Bodmer, Mem. Inst. C.E.

SOCIETY OF ARTS.

APRIL 22.—RICHARD TWINING, Esq., F.R.S. (Vice-President), in the chair.

The first communication was by Mr. Banks, who resumed his paper on cotton produced in Honduras and Yucatan, &c. He proceeded to show why the American white and grey fabrics maintained a higher price, and so successfully competed with the British manufactures in foreign markets. He next described the peculiarities of the various kinds of cotton, and means resorted to by the Americans for cleaning or freeing the cotton from the seed—viz., the saw-gin. The amount of cotton exported to England from America he stated to be 1,500,000 bales per annum, while that from India and other countries amounted to only 500,000 bales. He next proceeded to show that the sea-coast of Africa presents a large territory, which is capable of being made to produce cotton in larger quantities, and of a quality equal, if not superior, to the American. From inquiries which he had made at the Wesleyan and Baptist Missionary Societies, he had ascertained that the missionaries of both those societies have instructions to promote such objects as the cultivation of cotton among the natives at their several stations, which extend all along the coast of western Africa; and he strongly urged the necessity of their introducing the saw-gin, in lieu of the roller-gin and hand labour, to free the cotton from the seed, and the screw press for packing it into bales for exportation.

The second communication was by Mr. Keyse, on an apparatus for preserving life by supporting persons when in the water. It consists of a covering for the arms, which are made of Mackintosh cloth, and are capable of being inflated, of a pair of webbed gloves, and also a pair of cork clogs, with concave bottoms. The apparatus gives an additional buoyancy of 35 lbs. to the body.

PHOTOGRAPHY.—We have already recorded our warm admiration of this beautiful invention, and described the facility with which perfectly correct likenesses may be obtained; but we were not at all prepared for such improvements in the process as have been effected by Mr. Richard Beard, and which we recently had an opportunity of inspecting. Daguerreotype portraits have hitherto possessed, with all their inherent beauty, a cold and shadowy appearance; while the likenesses now obtained—besides their unflinching correctness—have all the brilliancy and boldness of effect which can be imparted by the most accomplished artist. It is not for us to describe by what means this desideratum is effected—the discovery, we believe, of Mr. Beard, jun.—but we can with sincerity recommend, even to the connoisseur, an inspection of Mr. Beard's collection, at either of his studios—King William-street, City; Parliament-street, Westminster; or the Royal Polytechnic Institution, Regent-street—while, to those of the public who may wish to extend, or perpetuate, their own resemblance, or to procure that of their friends, a visit to Mr. Beard will satisfy them of the certainty of procuring what we before styled—Art's proof of Nature's work.

While on this subject, we may mention an important discovery, as alluded to in a recent French letter—"M. Martens is said to have discovered the means of carrying on the daguerreotype process on a gigantic scale. He can, he says, daguerreotype an entire panorama, embracing 180 degrees! His process consists in curving the metallic plate, and causing the lens which reflects the landscape to turn by clockwork; the lens, in turning, passes over one side the whole space to be daguerretyped, and on the other side moves the refracted luminous cone to the plate, to which the objects are successively conveyed." We shall be glad to hear further of the success of this important invention.

LITERARY NOTICES.

Tables and Rules for Facilitating the Calculation of Earthwork, Land, Curves, Distances, and Gradients, required in the Formation of Railways and Canals. By J. B. HUNTINGTON, C.E. London: John Weale, High Holborn.

The vast extension of engineering undertakings which marks the present day, more particularly railways—a large portion of the labours of which appertain to extensive earthworks—renders any work by which the mental labour of the engineer is lessened—while, at the same time, the accuracy of the results may be depended upon—of the utmost importance. To give a more extended view of the theory of the measurement and construction of such works, and facilitate the correct calculation in forming cuttings and embankments, as well for practical use as for the better instruction of pupils, appears to have been the object of the writer in the present instance. The various methods hitherto in use for calculating the cubic quantity of earthwork to form a given embankment, &c., have been more or less tedious; and the author, to obviate the delay which these calculations occasions, has devoted a large portion of the work to a set of tables of earthwork for all bases, between 20 and 36, adapted to 10 different slopes; these occupy 172 pages, and are succeeded by an Essay on Prismoidal Formula, with explanations of the tables, &c.—tables for calculating areas of land, slopes, offsets to curves—to find radii of curves, rules relating to curves, table of gradients—on the power required on inclines, and resistance from friction, the atmosphere, gravity, loss of power in ascending curves, &c. The whole, as a work of reference for engineering pursuits, will be found of the greatest utility; the type is of that bold and clear figure, that the amounts required are read off with the greatest facility, and, where required, the problems are clearly illustrated with mathematical diagrams.

Railway Reform, and Rights of Shareholders and the Public to the Railway Highways of the United Kingdom. By JAMES TROUP, Esq. Pelham Richardson, Cornhill.

The above is a pamphlet in which the author endeavours to show that the working of the present system of railway government is replete with fraud, and a disgrace to a great commercial country like England; he takes, as the basis of his arguments, that the importance of the control of the public highways by Government has hitherto been considered by our legislators as being worthy of more than ordinary attention, and that, in the numerous Acts of Parliament passed during the past 30 years for their regulation, the rights of the public had been preserved up to the period of the new description of highways, called RAILWAYS. He deprecates the creation of a 10 per cent. gambling stock, while the funds are at only 3 per cent.—recommends, instead of the present badly constructed railway board, with a military engineer at its head, one with extensive powers, but composed of practical men, such as two or three experienced road and county bridge surveyors, well acquainted with bridge and earth works; two or three engineers of practical knowledge in the working of locomotives; some experienced miners, as tunnel inspectors, &c.—all competent to report on all new projects submitted to Parliament. Having made out a strong case for the serious consideration of the Legislature and the public, he sums up with the following conclusions—viz., that the laws relating to turnpike roads and trusts properly modified, should be applied to railways—that a number of monopolies have been created, and that prompt measures should be taken to prevent their extension—that independent trunk lines should be established east, west, north, and south—that the cost of constructing the railways hitherto used by the public, and the consequent charges on the traffic, are more than double, and, in some cases, treble, the fair and proper amount—that a wrong description of persons have been engaged to superintend the construction of railways—that it will be well, for the advantage of shareholders in old and new lines, to have the protection of Government by the direct control of the railway board, and that a regular return of 4 or 5 per cent., derived from low fares and charges, will be preferable to the present uncertain average of dividends on a stock used for gambling purposes—that for the purpose of giving time for revision of the system, it is requisite to prevent the passing of any railway bills this session, except those for amendments, and independent trunk lines—that all companies not dissolved with the consent of the majority, should be at liberty to renew their proceedings next session—and that no measure of free trade could be promoted by either House of Parliament, calculated to be more justly appreciated by the public, than a system of thorough reform in railway management, affording protection to the present and future shareholders, and securing the rights of the public in the railway highways of the United Kingdom.

UNDER THE PATRONAGE OF ROYALTY AND THE AUTHORITY OF THE FACULTY.

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ON THE SECRECY OF INFIRMITIES OF YOUTH AND MATURITY.

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REVIEWS OF THE WORK.

MANHOOD. By J. L. CURTIS and Co. (Strange).—In this age of pretension, when the privileges of the true are constantly usurped by the false and fraudulent, it is difficult to afford the sufferer from nervous debility, the unerring means of judgment where to seek relief. The authors of this work have obviated the difficulty. Their long experience and reputation in the treatment of these painful diseases is the patient's guarantee, and well deserves for the work its immense circulation.—*Edin.* CURTIS ON MANHOOD (Strange).—A perusal of this work will easily distinguish its talented authors from the host of medical writers whose pretensions to cure all diseases are daily so indecently thrust before the public. Its originality is apparent, and its personal breathes consolation and hope to the mind of the patient.—*Nervous and Military Gazette.* CURTIS ON MANHOOD should be in the hands of youth and old age. It is a medical publication, ably written, and develops the treatment of a class of painful maladies which has long been the prey of the illiterate and designing.—*United Service Gazette.* Messrs. Curtis and Co. are to be consulted daily at their residence, No. 7, Fifth-street, Soho-square, London.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY Irish Great Western Railway—offices, at One.
 MONDAY Wexford, Carlow, and Dublin Railway—offices, at One.
 St. Lawrence and Atlantic Railway—George and Vulture, at One.
 THURSDAY Copley Mining Company—offices, at One.
 Cornwall and Devon Central Railway—London Tavern, at Twelve.
 Ipswich, Norwich, and Yarmouth Railway—London Tavern, at One.
 Equitable Assurance Society—offices, at Eleven.
 FRIDAY Gas Light and Coke Co.—Crown and Anchor Tavern, Strand, at Twelve.
 Haytor Granite Company—London Coffee-house, at Two for Three.
 SATURDAY Manchester and Birmingham Continuation and Welsh Junction Railway
 London Tavern, at One.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

LONDON AND YORK RAILWAY.—The present position of several of the large railway companies, as compared with that six months since, is as singular as it is alarming; under the feverish excitement which then existed in the scramble to obtain shares, prices advanced to a most unreasonable, and even ruinous, extent; and now that the hallucination has passed, and men's minds have become sobered down to reason, and they remember that they may "buy gold too dear," the scripholders find themselves in the situation of the man who possessed the "bottle imp," and run about crying "who'll buy a bottle, Oh! do buy a bottle," without, however, finding it easy to get rid of the incumbrance, even at ever so great a sacrifice. Among the companies thus placed, there is not perhaps one requiring greater circumspection in their future proceedings than the London and York; having already, if report speaks true, expended 200,000 in legal and Parliamentary expenses, opposed on one side by a powerful rival, already in possession of the eastern and north-eastern counties, and large Parliamentary powers, with all its energies in full operation to continue their line to York—and on the other by established lines in possession of the Midland, North Western, and Northern Counties—should they obtain their bill, they have the pleasant prospect before them of spending something like eight millions of money on a line, which, when completed, will be able to boast only of an independent traffic this side of Peterborough, from the (certainly important) towns of St. Albans, Biggleswade, Bedford, Huntingdon, and their several districts; while on the other, through the great counties of Northampton and Lincoln, they will be open to the rivalry of the established Northern and Midland Companies, who now have before Parliament, bills for the extension of their lines through every populous district. The large majority of the holders of London and York scrip, think the worst thing that can befall them, is the passing of their bill—certainly as they are, of the necessity of a heavy call immediate on such an event, which would render the scrip valueless; already, a committee has been formed for the purpose of considering the prospects of the line, and whether anything can be done to lessen the responsibility of the shareholders, or in any way improve their position—their appeal to the shareholders has been most numerously responded to, and they have placed themselves in communication with the Eastern Counties Company, endeavouring to obtain the same terms which were offered, under a proposal of amalgamation, in December last—viz., the latter to pay the expenses of the London and York Company, and give the holders Eastern Counties Extension shares for London and York shares. To this application a reply has been given, through C. P. Roney, Esq., the secretary, stating the conviction on the part of the directors of the existing public feeling, that every effort should be made to save capital in the construction of new lines; that, in accordance with this feeling, they will still be ready to carry out equitable arrangements of amalgamation, to prevent unnecessary expenses, or loss of capital in constructing a second trunk line to York; but that they could not enter into details or terms, until convinced that the committee represented a very large majority of the shareholders, and that it would be far more satisfactory, first to obtain the co-operation of the provisional directors, in bringing about arrangements which will be satisfactory to the country and to Parliament. The directors announce by advertisement, their determination to proceed with the bill, and their confidence that it will be obtained; thus the matter at present rests—the majority of the shareholders thinking, and such opinion being backed by the press, that such result would be a serious evil. In closing these remarks, we seriously recommend the holders to consider well their position, and, if they would preserve themselves, and others, from loss and litigation, to lose not a day in transmitting their opinions and wishes to the committee for their guidance.

DIRECT LONDON AND MANCHESTER RAILWAY.—It will be remembered by our readers, that in the month of September last, the two great competing companies for the formation of a line of railway from London to Manchester—viz., the Direct London and Manchester Railway, and Remington's Independent Direct London and Manchester Railway—agreed upon an amalgamation of interests, should a bill be obtained by either party; and the preliminary expenses under such arrangement were, from a certain date, to be borne equally by either party. The bill did not pass the Standing Orders Committee, and much anxiety has very naturally arisen among scripholders, as to the steps which the directors of both companies will now pursue; whether, take their measures distinctly, and wind up the affairs separately, or whether they will proceed, and, as an amalgamated company, again go before Parliament in the next session.—Mr. Pocock (the solicitor of Bartholomew-Exchange), who is a considerable holder in both companies, anxious to ascertain the sentiments of the majority of the shareholders on the subject, called a public meeting, to be held at the London Tavern, Bishopsgate-street, on Tuesday last, which was very numerously attended, the parties present representing upwards of 40,000 shares.—Mr. Pocock (who was supported by a score or so of gentlemen prepared to move and second the resolutions) was unanimously voted to the chair; he said he was much gratified at observing his call so well responded to, and stated briefly the objects of the meeting. He said he was a holder of 480 shares in Rastrick's, and 100 in Remington's line, and while taking measures for the security of his own property, he was also protecting those of his brother shareholders: he said he had received letters from country scripholders, representing 10,000 shares, who were anxious that the affairs should be brought to a close; he had also letters from various parts, expressing similar sentiments, but declining to give proxies, as they had been given at provincial meetings for a like purpose, when memorials had been forwarded to the directors in London; one gentleman at Leicester, who held 1225 shares, held similar views.—Mr. ANDERSON was the first speaker, and entirely repudiated any amalgamation; he said Remington's Company had paid only 5 per cent., and Rastrick's 10—the former were bankrupt, and the latter had money to divide; he was a holder in the latter, and he could see no reason why the former should put their hands into his purse; he read a statement from a *Morning Chronicle* of October last, describing the terms of the amalgamation, and moved that:—"As it was not shown that any amalgamation had been legally concluded, each company hold their own separate meetings."—A scene of most intolerable noise and confusion ensued, which, for some time, threatened to disturb the harmony of the meeting, but the resolution having eventually been negatived by a very large majority, the remainder of the proceedings went on with much unanimity, and resolutions to the following effect were passed—viz.: That taking into consideration the present state of affairs, it was the opinion of the meeting that the affairs should be wound up, and deposits returned; that a protest be forwarded to the directors, calling upon them to wind up the affairs, and return the deposits, less the reasonable expenses; and that, from that date, no further expenses would be allowed by the scripholders;—that a committee of 10 original scripholders be appointed to carry the several resolutions into effect;—that if the directors consent to wind up and return the balance, it shall be without prejudice to the right of the scripholders to take the same number of shares in any future company which may be formed;—that the committee should investigate the accounts of the directors, if so permitted;—and that the expenses necessarily incurred should be defrayed by a subscription of 1s. for every 10 shares.—Six gentlemen were then appointed as a committee (being all that could be found at the moment willing to act), with power to add to their number, not exceeding 10; and thanks having been voted to Mr. Pocock, for the zeal and perseverance he had displayed, in calling the attention of the scripholders to the state of affairs, the meeting separated.

LONDON AND BLACKWALL RAILWAY COMPANY.—A meeting of the proprietors was held at the London Tavern, on Thursday, the 23rd inst., to confirm the draft of a bill for widening the line from Stepney to Fenchurch-street, and to amend the acts relating to the railway.—J. A. DANIEL, Esq., in the chair.—The bill having been read by the SECRETARY, a SHAREHOLDER thought they were losing money by the passenger traffic to Gravesend, from the cheapness of the fare.—The CHAIRMAN observed, that they expected a large increase from Bow and Stratford.—From the bill as read by the SECRETARY, it appeared, that a capital of 240,000 was required, of which 60,000 is to be raised by new shares, and the remainder by loan.—Mr. ROGERS considered the widening of the line quite unnecessary—in fact, they were already losing 1000l. a month by it; he moved as an amendment, "that the project be deferred until the increased traffic on the line rendered it necessary," which was seconded.—The CHAIRMAN expressed his opinion in favour of the bill, contending that the directors had not proposed the measure without due consideration; the widening of the line would produce great increase of traffic, and was highly necessary; and perhaps the present would be the only opportunity of carrying out the plan.—Dr. BOWRING, M.P., concurred in the chairman's view of the matter, stating his opinion that the line at present was scarcely sufficient for the existing traffic, and it would be still less likely to accommodate the increase which might be expected from the junctions and extensions which were to be effected.—Mr. LEE was of opinion that no additional money should be raised by mortgage until the line of the Eastern Counties was completed.—In answer to Mr. CRAWLEY, who concurred in the object of the bill, the CHAIRMAN said that all necessary alterations had been calculated upon in the estimates. At present, the proprietors would not be required to contribute towards the object they were called upon to confirm. A great increase of traffic was expected from the

neighbourhood of Bow and Stratford, in addition to that which would be gained from the Eastern Counties.—At the desire of the meeting, the amendment was withdrawn; and the bill having been agreed to, the proceedings terminated.

TRENT VALLEY CONTINUATION RAILWAY.—A meeting of the scripholders in this company, convened by the members of the committee appointed to represent the Manchester shareholders, was held at the London Tavern, on Thursday, the 23rd inst.—JAMES THOUR, Esq., in the chair.—Mr. DEVLIN, one of the committee, after making some observations on the conduct of the directors, read a petition, which the committee wished to present to the House of Commons, to give greater effect to the Government measure now before Parliament.—Considerable recrimination took place, in consequence of Mr. DEVLIN making charges against the directors and Mr. JOHNSON NEALE, the barrister, who replied with considerable warmth, and a long conversation ensued between those gentlemen, and Messrs. Field, Carlisle, Shaw, and other gentlemen present, which terminated in a resolution to the following effect:—"That, as the directors have signified their intention of calling a general meeting of the scripholders at an early day, this meeting do now adjourn,"—the objects of the Manchester holders having completely defeated themselves.

IRISH GREAT WESTERN RAILWAY.—A pamphlet having just appeared, evidently intended to create distrust and dissatisfaction among the shareholders, and avowedly designed to procure a dissolution of the company, an "Original Shareholder" has addressed a letter to the daily press, in which, without examining into the motives which have influenced the author of the attacks, he proceeds to unveil their fallacy, to uphold the *bona fide* nature of the undertaking, and show that the completion of the railway would confer most important benefits on the community. The allegations laid down by the author of the pamphlet, are, that the project is brought forward to promote the interests of the Great Southern and Western Company; and instead of being a line from Dublin to Galway, it only extends from Portlinton to Galway—that the Great Southern and Western directors are intelligent men, and do not seek to obtain it, because they know it would not pay—that when first brought out in Ireland, the scheme was laughed at, and that it was then brought out in London—that, from 9th Nov. to 17th Dec., only 82,000l. deposits were collected—that a new subscription contract had been signed, and nearly all the original subscribers had disappeared—and finally, that, if the bill is obtained, the scrip will not be worth 6d. To all these allegations the writer gives a calm, considerate, and conclusive reply: he observes, that the attack may emanate from a party who have all along sought by every device to damp the hopes, and frustrate the efforts, of those gentlemen who have sedulously endeavoured to open up this unexplored mine of wealth—the west of Ireland; or probably from a class of greedy speculators, who, preying on the fears of the panic-stricken public, denounce the project, watching the moment of confusion and alarm, when their dupes are willing to part with their interest at a ruinous sacrifice, when they purchase, and then call loudly for a dissolution, in order to realise a profit from the deposits. He asserts the project was brought forward independent of the Great Southern and Western Company, and solely to benefit the Galway district; and that the agreement with that company saved 500,000l. sterling to the proprietors of the Galway company—that the two companies were formed at different periods, and for distinct purposes—that, so far from the scheme being laughed at, it went triumphantly on, defeated a rival line, and passed on its merits through the House of Commons—that, with respect to the payment of deposits, the author in another part himself states, that such was the rush to obtain scrip, that, in four days, 290 persons signed the Parliamentary contract for 879,250l. The writer follows up with conclusive argument every allegation—shows that the author has not even attempted to prove the Irish Great Western Company a delusive scheme; but that it is supported by men of tried character and unstained honour, on the faith of whose representations every reliance may be placed—and that the railway, if carried out, would be a national benefit, and a profitable speculation to the proprietors.

ULVERSTONE, FURNESS, LANCASTER, AND CARLISLE RAILWAY.—A circular, signed William Crosthwaite, professing to emanate from a private committee of influential shareholders—but which, it is strongly suspected, is from parties connected with a rival scheme, who are on their last legs, and with the certainty of the decision, "that the Standing Orders will not be dispensed with." It will be, perhaps, well for the scripholders to take but little notice of the circular in question, but follow the advice of Mr. Allard, of Warrington, an original and present holder of 100 shares, who has addressed the shareholders, giving his name and address, requesting them, before they act, to hear and consider the report of the provisional committee, at the meeting which must be called under the new Government measure, and not to throw away, at the request of an anonymous committee, the advantages which have been obtained at a considerable expenditure, without first ascertaining the views of the provisional directors, who are men of business and influence, fully acquainted with the prospects and capabilities of the intended line.

TRING, CAMBRIDGE, AND NEWMARKET RAILWAY.—"To the Editor of the *Midland Counties Herald*—Sir: I observe the following statement in your highly-respectable paper, which I trust to your honour to correct in your next impression. As one of the solicitors to the above railway, I take leave to state that it is wholly incorrect; neither Mr. Hunt, of Luton (another of the local agents), or myself, can get our bills paid, although frequent applications have been made to the promoters for that purpose.—FREDERICK CHASE: *Langley Lodge, April 20.* The following is the statement referred to:—"TRING, CAMBRIDGE, AND NEWMARKET RAILWAY.—The settlement of the affairs of this projected company forms an agreeable exception to many instances which have recently been recorded—the whole of the expenses being met by those originally concerned in its projection, and all the officials, solicitors, secretary, &c., waiving their claim to recompense." The paragraph was copied from the *Mining Journal*.—"Our authority is a perfectly competent one, and we feel quite assured of the truth of our statement. In the settlement of the many unsuccessful undertakings, there must, as a natural consequence, be disappointed parties, and we can imagine none more likely to be so than 'local agents.'"

LONDON AND YORK RAILWAY.

SIR.—In the House of Commons last night, Mr. Beckett Denison accuses me of committing the impropriety of representing myself, in the circulars issued from this office to the London and York shareholders, as secretary to the "London and York Railway Company." SUCH IS NOT THE CASE. I inclose you copies of the documents, which were issued from this office on the 14th inst., and posted to Mr. Denison, in common with all subscribers to the London and York Railway deed, and from which he and all the subscribers must have known the exact capacity in which I was acting. The committee, who date from this office, which I have occupied as a solicitor for 12 years, and not, as Mr. Denison states, taken for the purpose, is composed of shareholders in the London and York Railway, of wealth and standing, representing the holders of THIRTY THOUSAND shares in that company. Their transactions are perfectly open to inquiry, and if Mr. B. Denison entertains as high a sense of honour and integrity as myself, he will at once correct his mis-statements. Your inserting the above will oblige your most obedient servant,
 HENRY PHILLIPS.
 London and York shareholders' committee rooms, 4, Sise-lane, Bucklersbury, April 21, 1846.

THE DIVERSITY OF GAUGE DILEMMA OBLIATED.

Difficulty only stimulates ingenuity. Mr. Austin has invented a plan (patented by himself and Mr. Quick) for obviating the difficulties of diversity of gauge—devised after an examination of the strong and valid objections urged against all the schemes examined and reported on by the gauge commissioners. It consists merely in the application of additional sets of wheels, whereby the same carriages may travel with equal facility on the broad and narrow gauges, and pass, without stoppage or inconvenience of any kind, from one to the other. The carriages would require to be of the narrow gauge dimensions—the axles being lengthened to receive the additional wheels. The inventors state, that no alteration of bridges, tunnels, or even station-platforms, would be necessary on the narrow gauge lines; nothing more would be required for an uninterrupted passage of the carriages throughout the works than a simple addition at the crossings from one line to the other, or the sidings, to allow the flanges of the wheels to pass through, and an additional square notch on the rails of each turn-table for every additional wheel. The patentees do not pretend to estimate with minute precision the expense of alterations, but state that, beyond the first outlay for the additional wheels, it will be of the most trifling character. The cost of lengthening of the narrow gauge axles is obviously an appreciable amount; and the alterations at the crossings, at 25s. each, would not amount to 1000l. on a long line of railway. As the alterations are fixed, no increased risk could arise; indeed, in the event of a wheel breaking, or getting off the rails, the extra-wheels, by preventing upsetting, would diminish the danger. A model of the carriages, and lines on the broad and narrow gauge accommodated to them, may be seen at the Phoenix Gas Works, Greenwich. It is out of the question forming a definite judgment upon such an invention about this one, that prepossesses in its favour. It deserves an unprejudiced examination. It is not easy to conjecture what the great rival gauge interests may say to it. The broad gauge party may complain that its adoption would entail upon them the necessity of building new carriages, while the narrow gauge people would only require new axles and additional wheels. In return, the narrow gauge party might remark, that the mercantile recommendations of their line being so infinitely superior, the broad gaugers might be glad to save their present rails and coaches on such terms. Ill-natured people, indeed, do whisper that the narrow gauge companies entertain such a dread of the superior energy and enterprise of Brunel, that they would be glad of any arrangement that would insure his sticking to the broad gauge; the bare idea of converting the Great Western into a narrow gauge line, fills their fancy with visions of Brunellian extensions into the manufacturing districts (where no broad gauge will ever come), and a competition that would sorely try their own metal. But this is wandering from our immediate subject, and even verging on small talk and scandal. In one word, we advise all who take an interest in these matters, to examine the model of Messrs. Austin and Quick's patent.

IRON PIPES.—TO IRONMASTERS, FOUNDERS, AND OTHERS.—The directors of the Commercial Gas Light and Coke Company will meet at the office, on the works, on Wednesday, the 6th day of May next, to RECEIVE TENDERS for ONE HUNDRED AND FIFTY TO TWO HUNDRED TONS of CAST-IRON SOCKET PIPES, from 1½-inch to 6-inch.—Specifications, as to quality, weight, &c., may be seen, and printed forms of tender obtained, at the company's offices. Tenders must be delivered before Twelve o'clock on the day above-mentioned.
 By order of the board,
 Commercial Gas Light and Coke Company's Offices, Stepney, April 17, 1846.

SAFETY FUSE FOR BLASTING ROCKS, SUBMARINE

EXPLOSIONS, &c.
THE BRITISH AND FOREIGN SAFETY FUSE COMPANY.
 beg to inform the MANAGERS and AGENTS OF MINES, and OTHER PARTIES engaged in WORKS requiring the SAFETY FUSE, that they are now able to SUPPLY that ARTICLE in ANY QUANTITIES, and of such descriptions, as may be required. The British and Foreign Safety Fuse Company have spared no expense, in order to make an article of the first quality; and they hope, by a strict attention to business, to merit a continuance of the orders which they may be favoured with. Orders from any part of the Kingdom will be executed with every possible dispatch, and particular care will be observed in packing fuse which may be wanted for exportation.
 Dated Redruth, Cornwall, April 21, 1846.

HALLETTE'S ATMOSPHERIC RAILWAY AND

CANAL PROPULSION COMPANY.—(Completely Registered).
 The EXPERIMENTAL LINE OF RAILWAY, at the ST. MARTIN'S RANCH, PECKHAM, for EXHIBITING the APPLICATION of HALLETTE'S ATMOSPHERIC SYSTEM, will BE OPENED on WEDNESDAY NEXT, the 29th of April inst. Days of running—Wednesdays, Thursdays, and Fridays, between the hours of Twelve and Four. Tickets may be had, on application, at the offices, Winchester-house, 52, Old Broad-street, London.
 EDW. J. COLE, Secretary.

LONDON AND YORK RAILWAY.—The committee of

scripholders call the attention of the original subscribers and actual holders of the scrip in this company to the advertisements issued on the 16th and 18th inst. by the directors of the London and York Company.
 The first expresses their confidence in obtaining their bill. This the committee conceive to be the greatest misfortune that can happen to the shareholders, as calls must then be made, and the shares become valueless.
 The second announces that the attention of the directors is being "directed to the practicability of treating with any rivals upon terms advantageous to the London and York shareholders." The committee give the directors full credit for the intention thus expressed, and have the satisfaction of feeling, that the steps they are taking will facilitate the directors in the attainment of this most important object.

The holders of many thousand shares have already signified their concurrence in the views which led to the formation of this committee; and as they almost universally express an opinion in favour of an amalgamation with the Eastern Counties Railway, the committee are directing their attention to this point, and only require the early adhesion of those shareholders who have not yet replied to the circulars to insure success.
 The committee, in reply to many letters received offering pecuniary support, beg to state, that, being personally holders of nearly 5000 shares, they decline receiving any subscriptions, and intend bearing all the expenses, unless the shareholders in the London and York line vote their payment from the general fund.

By order of the committee,
 Committee Rooms, No. 4, Sise-lane, Bucklersbury, April 24, 1846.

N.B.—Every shareholder who has not yet done so, is earnestly requested to fill up the following form (printed copies of which may be obtained at the committee-rooms), and return the same, signed, without delay:—

To the Committee of the London and York Shareholders.
 GENTLEMEN,—I am a scripholder of _____ shares in the London and York Railway, and am desirous, firstly, of having the line south of Peterborough given up, so as to lessen the cost; or, secondly, of having terms made with the Eastern Counties Company for an abandonment of the London and York Railway and amalgamation with the Eastern Counties line. I would prefer the _____ of these alternatives, and I authorise the committee of shareholders to represent my opinion to the Legislature, and to pray Parliament to carry the same into effect.
 Name in full _____
 Residence _____
 Date _____
 Numbers of scrip _____
 * Here insert the word "first" or "second."

LONDON AND YORK RAILWAY.—The committee of

scripholders have the satisfaction of PUBLISHING the CORRESPONDENCE which has taken place between them and the Eastern Counties Railway Company:—
 London and York Committee-rooms, 4, Sise-lane, Bucklersbury, April 18, 1846.

TO THE DIRECTORS OF THE EASTERN COUNTIES RAILWAY.

GENTLEMEN.—A committee of shareholders of the London and York Railway are taking the opinion of the shareholders, in accordance with the views expressed in the inclosed documents, which they have widely circulated. The appeal has already been responded to to an extent which leaves no doubt on the minds of the committee that they can obtain the consent of the majority of the shareholders to abandon the "London and York Line," if the Eastern Counties Company will pay their expenses, and now carry out the proposition for giving them Eastern Counties York Extension shares, as offered in December last. The committee feel that the state of the money market, and the increased price of railway works, renders success ruinous to the London and York shareholders, but they also feel that this does not lessen the injury the Eastern Counties Railway will sustain from the London and York bill passing; and that, therefore, no circumstances exist to justify the Eastern Counties in withholding the terms previously offered, but rather, from the position of the London and York Company, to increase them.

That if a majority of the London and York shareholders will sign a petition to abandon the London and York line, they will, in the event of the Legislature acting on that petition and throwing out the bill, pay all expenses incurred by the London and York Company, and give them Eastern Counties York Extension shares, as offered in December last.
 I am, gentlemen, your obedient servant.

JOS. LA MERT, Chairman of the Committee.

[COPY.]
 Eastern Counties Railway Office, Shoreditch Station, 21st April, 1846.

SIR—I am desired by the directors of the Eastern Counties Railway Company to acknowledge the receipt of your letter of the 19th inst. They are perfectly aware of the existing public feeling that every effort should be made, by old and new railway companies, to save capital in the construction of new lines, and that this object is much desired by the Legislature. Acting in accordance with this feeling, the directors of the Eastern Counties Company will still be ready to carry out equitable arrangements of amalgamation with the London and York shareholders, so as to prevent an unnecessary expenditure or loss of capital in constructing a second trunk railway to York, by such route, as Parliament may determine.

The directors have no reason to doubt the respectability and *bona fide* intentions of the committee of which you are the chairman; but, of course, they cannot enter into any further details or terms with that committee, unless you can satisfy them that it represents the opinion of a very large body of the shareholders. Further, as the results of amalgamation, if carried out as formerly offered, in the shape of the London and York shareholders accepting Eastern Counties York Extension shares for London and York shares, would be a great sacrifice on the part of the Eastern Counties Company, and a consequent benefit to the London and York Company, the board of the Eastern Counties Company feel that the more satisfactory mode of effecting a permanent adjustment would be, that the committee of which you are the chairman should obtain the co-operation of the provisional directors of the London and York Railway in bringing about such arrangements as should be satisfactory to the country and to Parliament.

The directors of the Eastern Counties Company view the matter, not as a shareholder's, but as a public question; the best means for readily finding and paying up the necessary capital for the purchase of lands and speedy execution of works, and that, when invested, this capital shall with less rate be remunerative, being essential ingredients for consideration in arriving at proper conclusions on the subject.

I have the honour to be, Sir, your most obedient servant.

(Signed)
 C. P. RONEY, Secretary.

Joseph La Mert, Esq., chairman of the committee of the London and York shareholders

The committee again impress upon all holders of shares and subscribers to the deed, that not a day should be lost in transmitting to them letters filled up, and signed in the published form, approving of arrangements being made with the Eastern Counties Company.
 By order of the committee,
 HENRY PHILLIPS.

Committee-rooms, 4, Sise-lane, London.

HALEY'S PATENT LIFTING JACK.

MANUFACTURED SOLELY BY
 W. & J. GALLOWAY, ENGINEERS,
 KNOT MILL IRON-WORKS, MANCHESTER.

The attention of parties who employ LIFTING JACKS, is respectfully requested to the superiority of the above over those hitherto in use. It will lift either at the top or below—having a claw, the same as the rack jack. Its parts are made in the most accurate manner—each working piece being engineered. Notwithstanding its superiority, in point of workmanship, and combining utility, safety, durability, and neatness, the cost is not more than that of the rack jack, of rude manufacture. Amongst the advantages which it possesses, the following may be enumerated:—

1. It is about half the weight of the ordinary rack jack of equal power.
2. This is most important, as the ponderous nature of the rack jack is one of the main objections to it, requiring two, and often three, men to carry one of moderate power; whereas, one of the improved jacks (capable of lifting five tons), can be borne with ease by one man.
3. The handle (working similar to the rack jack) may be let go with the left on; and although it has neither ratchet wheels or any other mode of securing it, it will not run back, but remains stationary, and quite safe.
4. Its parts are few, and simple (made entirely of wrought-iron, and case-hardened).

PRICES.		
No. 2 size—to lift 2 tons	.....	£6 0 0
" 3 " " 3 " "	.....	7 0 0
" 4 " " 4 " "	.....	9 10 0
" 5 " " 5 " "	.....	12 0 0
" 6 " " 6 " "	.....	15 0 0

London:—Printed and Published, weekly, by HENRY ENGLISH, at the Office, No. 26, FLEET-STREET.
 in the city of London, where all Communications and Advertisements are requested to be forwarded—addressed to "the Editor"—post-paid. (April 25, 1846.)